NAVAL CHRONOLOGY;

OR,

AN HISTORICAL SUMMARY

OF

NAVAL & MARITIME EVENTS,

FROM THE TIME OF

The Romans, to the Treaty of Peace 1802.

WITH AN APPENDIX.

IN FIVE VOLUMES.

VOL. I.

By ISAAC SCHOMBERG, Esq

CAPTAIN IN THE ROYAL NAVY.

LONDON:

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1802.

TO THE RIGHT HONOURABLE

SAMUEL LORD VISCOUNT HOOD,

ADMIRAL OF HIS MAJESTY'S WHITE SQUADRON, AND GOVERNOR OF THE ROYAL HOSPITAL, AT GREENWICH.

My Lord,

DEDICATIONS are generally meant either as compliments to Men of Genius, or to those in exalted situations.

Your Lordship might with equal propriety claim one on those principles, especially from the very eminent and distinguished services which, in the course of this Work,

you will appear to have rendered your country.

On this account, and from a ſenſe of the trueſt gratitude for the ſteady patronage which I have experienced from your Lordſhip for many years., I have been induced to inſcribe it to you, as the only means I have of aſſuring your Lordſhip, that I ſhall ever retain a juſt ſenſe of the honour done me, and that I remain,

With much reſpect and eſteem,

Your Lordſhip's

Moſt faithful and obedient Servant,

I. SCHOMBERG.

LONDON,
May 31, 1802

INTRODUCTORY PREFACE.

THE talk which I have undertaken on a fubject already fo ably handled by fome of the moft diftinguifhed characters in the literary world, will not, I fhould hope, render this production lefs acceptable, efpecially as none on a fimilar plan has hitherto been introduced to the notice of the public.

It often happens that men who are bred to the naval and military profeffion, when unemployed in the fervice of their country, find themfelves at a lofs for fome occupation to fill up the great vacuum refulting from the want of thofe profeffional and active purfuits to which they have been fo much accuftomed. There are no doubt many who from age, infirmities, and length of fervice, wifh to retire in eafe and comfort, and whofe fituation requires that certain degree of relaxation, which the fatigues of fervice, and change of climate may have rendered fo neceffary. Still, among the number, there are feveral to whom we are much beholden, for having employed not only their profeffional, but literary, abilities to the improvement and advantage of the refpective fervices—a pleafure and fatisfaction which every man muft feel who is a fincere and zealous lover of his country.

Impreffed with thefe ideas, and urged on by fuch examples, I was induced to devote my leftur moments in compiling the following fheets; having frequently, in the courfe of fervice, experienced the great utility that might

be found in a chronological abridgement of the naval hiſtory, with other maritime and nautical events, not only as a work which might afford ſome entertainment and inſtruction, but, more particularly as a book of reference.

The neceſſary connection between our civil and military, with that of our naval hiſtory, makes the latter, in general, very voluminous,—the thought naturally occurred, that a work of this kind would be conſidered uſeful to nautical men, and would alſo ſerve to refreſh the memories of ſea officers with thoſe heroic and glorious actions of our anceſtors, which ſhould ever ſtand before us, as examples worthy our imitation.

As it will in a great meaſure ſhew the riſe and progreſs of the Britiſh navy, I judged it neceſſary to commence its hiſtory at ſo early a period as that in which the Britons were conſtantly expoſed to invaſions from their neighbours. Perpetually haraſſed and inſulted, they were rouzed to the exertion of national ſpirit, and they began to diſcover the natural ſtrength of their ſituation, and how much, by the eſtabliſhment of a powerful marine, they would be preſerved, not only from the attacks of their invaders, but alſo againſt the great number of pirates which infeſted the Channel; ſuch a force was ſoon found of the greateſt advantage to the nation, for in the year of our Lord 288, by the deſertion of a Roman general, who brought over with him a conſiderable fleet, which was united to that of the Britons, they became ſo formidable in their navy, as to claim the dominion of the ſea; which was inſiſted on and confirmed by Edgar the Great, who compelled all the kings of Britain and the adjacent iſles, to acknowledge his right and authority. The naval ſuperiority and power which Great Britain has maintained ever ſince that period, notwithſtanding the various obſtinate diſputes which have cauſed

ſo

[illegible] by her in opposition [illegible]

[illegible] and Mr. Hamilton's [illegible] paper, has proved truly beneficial [illegible]

[illegible] Brown and other [illegible] Lawers, [illegible] and [illegible] Wilson, [illegible] and [illegible]

to the names and characters of thofe gallant men who have borne fo active and confpicuous a part in adding immortal honours to the Britifh navy.

By extending the work to two more volumes, I have alfo been able to introduce many ufeful flate papers, together with the opinion and judgment of Sir William Scott in many intereffing prize caufes in the Court of Admiralty, particularly that on the right of fearch of neutrals by the belligerent powers.

The Appendix is given in two feparate volumes, in order the more readily to refer to any particular occurrence. It contains the flate of the royal navy of Great Britain, its various fucceffes and loffes, with a comparative view of thofe of other powers: a lift of fleets, fquadrons, lines of battle; an account of the different offices in the naval department, with the names of thofe noblemen and gentlemen who have ferved in each; a lift of the admirals and poft captains who have borne commiffions in the royal navy, with an account of any important fervice they have performed, befides other ufeful information.

Some events having been obtained fince the work went to the prefs, and others more accurately ftated, they are fubjoined in a fupplement at the end of each volume.

The candour of my readers will, I fhould hope, be blind to fuch errors, which may too often occur, and expofe my humble production to cenfure and criticifm; but when they confider that it is from the pen of one, whofe profeffion requires fo early an introduction, that a intimacy with thofe purfuits of claffical learning, which are neceffary qualifications to enable him to appear before the public as an author, and who has undertaken this work to fill up thofe hours of leifure which were unemployed in his country; I am confident they will have good humour enough

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JOURNAL

OF

NAVAL & MARITIME EVENTS

VOL. I.

LONDON

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Carausius turned his attention to the encreaſe of his navy, and made a treaty with the Franks, (who were at this time powerful at ſea) by which it was ſtipulated to form a junction of their naval forces, againſt the Romans, and ſail into the Mediterranean. The Romans greatly alarmed at this formidable confederacy, purſued every neceſſary meaſure for proſecuting the war with vigour. Maximian equipped a fleet upon the Rhine of a thouſand ſail, while Conſtantius marched into Gaul, and beſieged Carauſius in Boulogne, where he ſo compleatly blocked him up, that Carauſius apprehenſive of falling into the hands of the Romans, forced his way through the camp with a few brave followers, and made his eſcape to Britain in a ſmall veſſel.

Conſtantius ſtationed his ſquadrons ſo judiciouſly on the coaſts of Britain, Spain and Gaul, that they prevented the junction of Carauſius and the Franks, and then ſailed for the Mediterranean, where he totally defeated the latter.

Carauſius being thus baffled in his hope of uniting his fleet to that of his allies, was employing his time in ſtrengthening his navy, and preparing for the defence of Britain, when he was murdered by Alectas, an officer of high rank, and his intimate friend, after a reign of ſeven years, during which time he maintained the dominion of the ſea. Alectas aſſumed the regal power, but was ſoon after defeated and killed in a battle with the Romans.

Britain having again fallen under their power, the Romans appointed officers to the civil and military departments, fortified ſeveral of the ſea-ports, and greatly encreaſed the marine.

A.D. 430 The Romans, too much engaged with wars at home, withdrew from Britain, and left it to ſtruggle with its powerful enemies.

445 In the reign of Vortigern, a number of Saxons having been driven from their country by an ancient law, (headed by Hengiſt and Horſa, two brothers) took refuge in Britain. Vortigern received them very hoſpitably, and being enamoured with the daughter of Hengiſt, he put away his own wife and married her, which ſo enraged the Britons, that they [illegible] him, and placed Vortimer his ſon upon the throne. The young prince having raiſed an army and [illegible], defeated the Saxons in four battles, who at laſt fled to the Iſle of Thanet, where he purſued them, [illegible] and obliged them to quit our kingdom.

Vortimer

[illegible] possessed by the [illegible] the Saxons, who [illegible]

Offa, [illegible] king, [illegible], a wise, valiant, and magnanimous prince, [illegible] in a war with the Saxons, who were in alliance with the princes in Wales, [illegible] the efforts of uniting their forces, by throwing up a [illegible] entrenchment, which began from the mouth of the river Dee, and [illegible] the mountains, ended at the fall of the Wye near Bristol, which still bears the name of Offa's ditch. The Saxons being thus precluded from a possibility of joining their allies, applied to Charlemagne King of France for assistance, who wrote to Offa, commanding him to desist from his enterprizes; but this magnanimous prince disregarded the threats of Charlemagne, and [illegible] Offa [illegible] Charlemagne found it [illegible] to negotiate a peace with him; this [illegible] shews how [illegible] it was in the early ages, for Britain to maintain her consequence by the superiority of her navy. A. D. 755

The Danes first landed in England, but the intrepidity of Offa obliged them to quit the island.

Offa died after a glorious reign of thirty-nine years, [illegible] the Danes [illegible] in the north of [illegible], where after [illegible] the country, [illegible]

[illegible] who [illegible] W[illegible] Danes [illegible] Britain [illegible] W[illegible] [illegible]

A.D. 833 to 851 appeared on the coaſt with a fleet of three hundred and fifty ſail; they landed and took Canterbury, and ſeveral other towns, and after ſucceſſive invaſions, London. The Danes from this period remained in quiet poſſeſſion of a great part of the coaſt, until the reign of Alfred the Great.—The maritime knowledge of this illuſtrious prince, and the numerous victories he gained over his enemies, are fully detailed in ſeveral naval hiſtories*.

871 to 901 Alfred conſtructed ſhips, or rather gallies of a much larger ſize than any that had been yet ſeen, and capable of rowing above ſixty oars †. With theſe gallies he entirely freed the channel of a neſt of daring pirates, with which the coaſt of Devonſhire and the Iſle of Wight had been infeſted.

Alfred is ſuppoſed to be the firſt who ſent to diſcover the utmoſt extent of the Artick regions, and the poſſibility of a paſſage on that ſide to the north-eaſt: this voyage, ſome writers tell us, was undertaken by Other, a native of Halgoland, who was directed by Alfred to ſurvey the coaſt of Norway, and Lapland. On his return he gave a clear deſcription of thoſe countries and their inhabitants, with an account of the whale fiſhery. The king ſoon after ſent Wolfſtan, an Engliſhman, to explore theſe northern regions, whoſe relation correſponded with that of Other.—To point out the degree of perfection that navigation had made in his reign, it may be obſerved, that the Chriſtians being in great diſtreſs at St. Thomas's, on the peninſula of India, Alfred ſent out veſſels to their relief. This expedition, which ſucceeded beyond his hopes, opened, in all probability, the great ſource of commerce now reſulting from that quarter of the world.

EDWARD.

901 At the death of Alfred, his ſon Edward ſucceeded to the throne, who paid great attention to his navy, and defeated the Danes in many ſea engagements, particularly on the coaſt of Kent, where he had collected above an hundred ſail, and in a moſt bloody action diſperſed and drove on

* [illegible] Campbell's [illegible] vol. 1 [illegible]

† The Anglo-Saxon [illegible] together with the [illegible] Chronicle [illegible] and the Northern Ocean [illegible] the [illegible] naval [illegible]

ſhore

[illegible] greatest part of the Danish fleet, killing their [illegible] king, and most of their chiefs.

ATHELSTON.

Athelston succeeded his brother Edward, and was not less [illegible] attentive to the support of his navy; he defeated the combined fleets and armies of the Danes and Scots, in which [illegible] five kings and seven Danish chiefs were killed.

EDGAR.

Edgar the Great appears, by all the authors, who have [illegible] to have commanded [illegible] hundred sail, which was divided into three divisions; one on the east, another on the west, and the third on the north coast of his kingdom. [illegible] his dominions [illegible] and kept [illegible] [illegible] and [illegible] east coast, and [illegible] to the west, [illegible] coasts and harbours in the Channel, from the Downs to the Land's End, from [illegible] the western [illegible] to the north, [illegible] the Hebrides, he [illegible] and returned with [illegible] Thames [illegible] island with his [illegible].

[illegible] when he [illegible] kings of Scotland, Cumberland, [illegible] Kings of Britain [illegible]

[illegible]

A.D. 1008 three hundred and ten hides of land, to furnish a stout ship or galley of three rows of oars, and the proprietor of every eight hides, to provide a coat of mail and helmet; this raised a fleet of seven hundred and eighty-five sail, which 1017 were employed unsuccessfully, and suffered to decay in the harbours, until the reign of Canute, when the continued wars between the Danes and Saxons compelled him and his successors to support a marine; but as nothing worthy observation occurred during these reigns, it will be necessary to pass on to the landing of William Duke of Normandy, who after the famous battle of Hastings, fixed himself on the throne of England.

WILLIAM I.

1066 The great attention he paid to his navy, rendered him formidable to the Danes, who made frequent attempts to invade the kingdom*. This prince, considering Kent as the key to England, established the Cinque Ports†, which in case of any emergency, were obliged to furnish fifty-two ships, with twenty-four men in each, for fifteen days.

1100 The Goodwin Sands were first formed, which had hitherto been dry land, the property of Goodwin Earl of Kent. They were occasioned by a violent inundation of the sea, which rose to an unusual height, and swept away the inhabitants, cattle, &c. They have ever since been overflowed by the tide, and prove often fatal to mariners‡.

HENRY I.

1170 America is supposed to have been first discovered by Maddock, a Welchman, who sailed due west for a considerable time, till he arrived at a large, fruitful, and pleasant country; he returned home, and from the favourable report he made of it, prevailed on many of his countrymen to accompany him; they embarked in ten ships, but were never more heard of§.

* See Chron. Admin. [illegible] Kent [illegible]

† [illegible] Hastings, Romney, and Sandwich, Winchelsea and Rye, [illegible] annexed to them, in [illegible] Seal [illegible]

‡ See [illegible] Chronicle, vol. [illegible]

§ See Chron. Admin. [illegible] Modern [illegible] Chronicle [illegible]

It had been hitherto the custom, if a ship was stranded upon the coast of England, for seized the cargo to be the property of the lord of the manor, unless some had escaped from it, returned within a limited time, but Henry ordained, that every wreck, having some living creature on board, should continue to be the property of the owners.

HENRY II.

In consequence of a ship being wrecked on the coast of the manor of Barton Abbey, and the crews subject of the foreign inhabitants to the monastery, the king enacted, in amendment to the previous law, that on the coasts of the Irish ocean, of Pembroke, of the island of Oleron, or of Gelfuns, any ship should be deemed a wreck, and no one escape from thence [illegible] any goods that should [illegible] and [illegible] the days, the goods should [illegible] be [illegible] bailiffs of the [illegible] were [illegible] into the custody of [illegible] should [illegible] that they might be restored to [illegible] claimed by them, within the term of three months.

RICHARD I.

[illegible]

[illegible]

A.D. 1190 " no blood might have iſſued from the part ſo ſtricken, was " ſentenced to be thrice plunged into the ſea.

" The ſame puniſhment was inflicted on players at any " unlicenced game

" Whoſoever addreſſed any reproachful language to any " other perſon, or vented curſes againſt him, was for every " ſuch contumely or curſe, fined an ounce of ſilver.

" Whoſoever was lawfully convicted of ſtealing, was " ſentenced to have his head ſhorn, covered with boiling " tar, and feathered; and afterwards to be driven, with " theſe marks of puniſhment to the next landing place, and " there left."

Philip's formidable fleet was ſeparated on its voyage to Marſeilles, in a gale of wind, but at laſt, joined Richard at the Tyber, from whence he proceeded to Sicily, where he compelled Tancred King of Meſſina to give him 60,000 ounces of gold and four large gallies; and on his ſailing from Cyprus he increaſed his fleet to 250 ſhips and 60 gallies; from thence on his paſſage to Ptolemais, he fell in with a ſhip belonging to the Saracens, of a moſt extraordinary ſize, which he attacked and took; ſhe was defended by 1,500 men, 1,200 of whom King Richard ordered to be drowned, the remainder being perſons of diſtinction, he kept priſoners.

1191 After having obliged the city of Ptolemais to ſurrender, and deſtroyed the fleet of the Infidels, he was acknowledged captain-general of all the Chriſtian forces in Aſia, where he performed thoſe heroic exploits which have been the wonder of all ſucceeding ages.

1192 On Richard's return from the Holy Land, he was ſhipwrecked on the coaſt of Iſtria, in the Adriatick, and with difficulty ſaved his life; here he took the name of Hugo, and attempted to travel through Germany in diſguiſe, but he was diſcovered and ſeized by Leopold Duke of Auſtria, who to revenge himſelf for ſome former quarrel, threw Richard into priſon, and detained him for fifteen months, before he delivered him to Henry VI. of Germany; his friends, 1194 however, ranſomed him ſoon after for 300,000 marks. Richard had ſecretly embarked from Antwerp, before Henry repented of having ſuffered him to depart, ſent a ſtrong party to arreſt him, but he narrowly eſcaped from his purſuers, and arrived ſafe at Sandwich on the 20th of March.

JOHN

JOHN.

[illegible]

[illegible]

HENRY III.

[illegible]

EDWARD I.

[illegible]

A.D. 1286 It was in this year that the office of the admiral of the Engliſh ſeas is firſt mentioned, where William de Lagbourne was ſtiled Admiral de le mer du dit Roy d' Angleterre, at an ordinance made at Bruges concerning the conduct of the ſhips of England and Flanders.

1293 A remarkable and bloody action was fought between the Engliſh and Norman fleets, in conſequence of a quarrel originating in the death of an Engliſh ſeaman, who had been killed in a Norman port. Depredations were carried to ſuch a length on both ſides, that at laſt the nations agreed on a certain day to decide this diſpute with their whole force; accordingly the 14th of April was the day fixed upon, and a large empty ſhip was placed in the middle of the channel between the two coaſts, to mark the ſpot for the engagement. The two fleets met, and after a moſt ſevere conflict, the victory was obtained by the Engliſh, who carried off above two hundred and fifty ſail*.

1295 Edward refuſing to do homage to Philip of France, the latter declared war, and made preparations to invade England. The King, to prevent any deſcents on the coaſts, beſides three formidable fleets which were to protect his own kingdom, equipped another, conſiſting of above three hundred and thirty ſhips, with an army of ſeven thouſand troops, under the command of the Earl of Lancaſter, who ſailed to the mouth of the Garrone, where having landed the troops, he took Bang and Blaye, and afterwards ſailing for Bourdeaux, took that town and Bayonne.

Edward was the firſt monarch who granted letters of marque or reprizal, in conſequence of a ſhip having been taken and carried into Lisbon, by ſome Portugueſe armed veſſels†.

1296 A French fleet, conſiſting of three hundred ſail, under the command of Mathew de Montmorenci, and John de Harcourt, aſſiſted by Sir Thomas Tuberville, a traitor to his country, landed at Dover, and reduced it to aſhes; but the Engliſh ſoon compelled them to fly to their ſhips, with conſiderable loſs.

1297 King Edward embarked at Winchelſea, with above fifty thouſand men, on board a powerful fleet, for the invaſion

* See Charter of [illegible] 129. Kent's Bro. Naut. [illegible] page [illegible]
† App. Chap. [illegible] No. [illegible].
‡ See Hardy's Naval Hist. vol. [illegible] page 105.

of Flanders; having [illegible] a dispute arose [illegible] A.D. 1297
[illegible] the Yarmouth division of the fleet, and [illegible] the Cinque Ports, [illegible] notwithstanding the remonstrances of Edward) for [illegible] a mutual blockade, in which twenty-five of the ships in the Yarmouth squadron were burnt, and [illegible] drawn in, three of the largest ships (one of them [illegible] the king's treasure on board) were driven [illegible] and escaped.

Philip [illegible] the Count de Valois to burn the English fleet in the harbour of Dam, but Edward, being apprized of it, [illegible] for their return to England, this expedition proving unsuccessful, Edward returned in the winter, and [illegible] his opponent.

A [illegible] 1302
[illegible] Flavio Gioia, of Amalfi, [illegible] Terra de Lavoro, [illegible] known to other nations, we are as yet [illegible]. Some French authors attribute this useful invention to a countryman of theirs, [illegible] others ascribe the discovery [illegible] to Marco Polo of Venice, who, on his return from China, about the year [illegible], communicated [illegible] to the Italians. [illegible]

[illegible]

[illegible] 1326

YEARS XIII. III.

[illegible] 5

A.D. ing this deſtructive compoſition, but at what period we
1339 know not.

1340 The iſland of Madeira was diſcovered by Markham, an Engliſhman, who was driven there in a ſtorm *.

Many gallant and glorious actions were fought during the reign of this monarch, but none which deſerves to be recorded for ſo early a diſplay of naval ſkill and bravery, more than the following handed down to us by Robert of Avebury, viz.

" It happened on the Saturday fortnight before the feaſt " of St. John the Baptiſt, the king was at Orewell, where " there was forty ſhips or thereabouts, preparing for his " paſſage into Flanders, where he was going to his wife " and children, whom he had left in the city of Ghent, as " well as to confer with his allies, about the meaſures ne- " ceſſary to be taken for carrying on the war, intending " to ſail in two days time: but the Archbiſhop of Canter- " bury ſent to give him intelligence, that Philip de Valois, " his competitor for the crown of France, having had no- " tice of his intended paſſage, with much diligence, and " as much privacy as the nature of the thing would admit, " had aſſembled a great fleet, which lay in the port of " Sluys, in order to intercept him, wherefore he adviſed " his majeſty to provide himſelf with a better ſquadron, " left he, and thoſe who were with him, ſhould periſh.

" The king, yielding no benefit to his advice, anſwered, " that he was reſolved to ſail at all events. The arch- " biſhop quitted, upon this, his ſeat in council, obtaining " the king's leave to retire, and delivered up to him the " great ſeal; his majeſty ſent therefore to Sir Robert de " Morley, his admiral, and one Crabbe, a ſkilful ſeaman, " and gave them orders to enquire into this matter; they " quickly [illegible], and brought him the ſame news he had " [illegible] the archbiſhop, upon which the king ſaid, " You [illegible] with that prelate to tell me this tale, in " order to [illegible] voyage, but added he angrily) I will " go [illegible] you, and you who are afraid may ſtay at " [illegible] *.

" The admiral and ſeaman replied, that they would ſtake " their heads, that if the king perſiſted in this reſolution,

[illegible]

A.D 1340 he had been bred to the sea. The English are said to have lost four thousand men.

1346 Edward passing over to France to the relief of his subjects in Guienne, with a fleet of one thousand sail, was driven back by a storm; he then changed his plans, and made a descent on the coast of Normandy, where he destroyed all the French ships in the harbours of Cherbourg, Barfleur, and the Hogue; he carried his victorious arms through many parts of France, and after the ever 1347 memorable battle of Cressy, he besieged and took Calais, which he had blocked up by sea, with seven hundred and thirty sail, having on board 14,956 mariners; of these vessels seven hundred were English, the rest were Foreigners. Twenty-five sail, carrying four hundred and nineteen mariners, were of the royal navy, the rest were furnished by the different sea ports of the kingdom;* so that the navy of England at this time, and for two hundred years after, may be considered as a naval militia, each sea-port in cases of emergency being called upon to furnish a certain number of ships and men in proportion to its trade and consequence.

1349 A squadron of Spanish ships which had sailed up the Garonne, seized on several English ships and inhumanly murdered the seamen. Edward resolved to be revenged for this daring insult, equipped a fleet of fifty sail of ships, in which he embarked with the Prince of Wales, and several nobles, with an intent to intercept the Spaniards.

1350 On the 29th of August, King Edward got sight of the Spanish fleet, consisting of forty four sail of large carracks, standing towards the coast of Sussex. The English bore resolutely down upon them, and the signal was immediately given for the attack; the Spaniards defending themselves with obstinate bravery, and prefering death to bondage, rejected with disdain, the quarter that was offered them. Twenty-four of their great ships were taken, and brought into the English harbours, the rest availing themselves of the dark escaped.†

* See Kent's Bio. Naut vol. 1 page 242 where [illegible] of the fleet.

† It is supposed in this battle cannon were first used at sea by the English.

[illegible] perpetuate [illegible] Edward [illegible] and himself [illegible] a [illegible], [illegible] with a [illegible] in [illegible] had reason to have his name transmitted to posterity, as the protector and avenger of [illegible].

The English fleet, commanded by the Earl of Pembroke [illegible] to relieve Rochelle, was completely defeated by the combined fleets of France and Spain, and many [illegible] were [illegible] with the English [illegible].

[illegible] who had [illegible] France in this war, were beaten by the English in a bloody sea fight, in which four [illegible] were [illegible], and their admiral taken.

RICHARD II.

[illegible] of Richard to the throne, the French [illegible] of the [illegible] and [illegible] the towns of Rye, Portsmouth, Plymouth, Dartmouth, Hastings, and Winchelsea [illegible] France. [illegible] Mercer [illegible] the [illegible] of Scotland, [illegible] [illegible] Philpot, [illegible] of London [illegible] [illegible] [illegible] was [illegible] Richard [illegible]

[illegible]

A. D. transmarine provinces; this powerful fleet, which might have
1385 made a bridge from Calais to Dover, was soon dispersed and the expedition given up.

1387 The Earl of Arundel, admiral of the English fleet, defeated the fleets of France, Spain, and the Flemmings; took one hundred sail with several persons of rank on board. The admiral afterwards relieved the port of Brest, and took one hundred and sixty sail more of the enemies ships.

HENRY IV.

1410 The Portuguese first began to sail on discoveries along the west coast of Africa southward.

1413 Ships were first sent to trade at the kingdom of Morocco.

HENRY V.

1414 King Henry took Harfleur after a most obstinate resistance.

1415 The French to retrieve this loss equipped a powerful fleet which they hired from the Genoese and Castilians, and having embarked a large army, sailed to the attack of Portsmouth, Southampton and the Isle of Wight, where they were repulsed with considerable loss, and obliged to return; they were joined on their own coast, by a formidable squadron under the command of the vice admiral Narbonne, and instantly appeared before Harfleur, which was besieged on the land side by the constable D'Armagnac. The place was gallantly defended by the Duke of Dorset, who being reduced to the greatest extremity, was on the eve of capitulating, when a fleet of four hundred sail was seen steering for the coast, on board of which was the Duke of Bedford, and twenty thousand troops. The Duke perceiving no succours could be thrown into the garrison without forcing the French fleet, he instantly made the signal for battle, and being to windward, bore down with such determined bravery and conduct, that after a long and bloody engagement, he totally defeated them; taking or sinking five hundred sail, among the number of which were three carracks, which from their size, were supposed in these early days to have been almost impregnable.

1417 The Earl of Huntington cruizing with a formidable squadron, fell in with the united fleets of France and Genoa, which though much superior to his own, both in number

sword and fire, he engaged and defeated, capturing four large Genoese ships of war, that the money found on board was sufficient to defray the expences of the fleet for three months: among the many prisoners of rank taken was the Admiral de Bueil. A.D. 1417

Henry, having by this secured the command of the sea, made the necessary preparations for passing over to France, by collecting together an army of twenty-five thousand five hundred men, who embarked on board a fleet at Dover consisting of fifteen hundred sail: two of the ships were adorned with purple sails embroidered with the arms of England and France, one was styled the King's chamber, the other his hall. A proof that he affected to keep his court at sea, and considered his ships royal, as his palace.

HENRY VI.

The contention between the houses of York and Lancaster began in this reign. Guy earl of Warwick, who was Lord High Admiral, espoused the cause of the Duke of York, being appointed governor of Calais; he eluded the plot, which was laid for his assassination by the Queen, and equipped the fleet which he had with him, against King Henry. Warwick succeeded in several naval engagements, but none worth recording. 1422

The Azores, or Western Islands, were discovered by a Portuguese ship, who was driven off the coast of Portugal in a violent storm. 1430

The Cape de Verd islands were discovered by the Portuguese.

In this reign, is the first account we have of an English ship trading to the Levant. 1438

EDWARD IV.

The Portuguese had sailed to the south, on the west coast of Africa, as to discover the coast of Sierra Leon. 1460

King Edward had six ships of war of his own, but we are ignorant as to their size, force and number of men. 1480

HENRY VII.

Bartholomew Columbus first brought into England maps and sea charts, and presented the King with a map of the world. 1489

Christopher Columbus discovered the American islands. 1492

A. D. It is generally believed that Cat iſland one of the Bahama's, was the firſt ſeen and landed upon.

1497 John Cabot*, a Venetian, who reſided at Briſtol, encouraged by the ſucceſs of Columbus, made propoſals to the King, to undertake a voyage on diſcoveries, which was granted by letters patent, provided that the ſhips fitted out ſhould be obliged to return to the port of Briſtol. Cabot ſailed in the ſpring; his object ſeems to have been, that of diſcovering a north weſt paſſage to the Eaſt Indies.

On the 24th of June he diſcovered land, and gave it the name of Prima Viſta, or firſt ſeen; it has been ſince called Newfoundland. Having ſailed down to Cape Florida, he returned to England, bringing with him three of the natives of Labrador. Cabot from this may juſtly claim the merit of being the firſt diſcoverer of the continent of America.

Emanuel King of Portugal, ſent out Vaſco di Gama with four ſhips, to attempt a paſſage to India by the Cape of Good Hope, which after many difficulties he accompliſhed, and ſailing along the eaſtern coaſt of Africa, which had been till then unknown to Europeans, he arrived after a tedious voyage of thirteen months in the Bay of Bengal.

1499 Americus Veſpuſius, a Florentine, ſailed from port Saint Mary's in the province of Andaluſia, and made ſome little diſcoveries on the coaſt of Paria in ſouth America. Spain deeming this the firſt diſcovery of that continent gave the whole of it the name of America.

At the cloſe of this century, John II. King of Portugal, declared Liſbon a free port, and adopted a new method of applying aſtronomy to navigation; he alſo gave its preſent name to the Cape of Good Hope, which heretofore had been called the Cape of Storms, foreſeeing that it would open a paſſage to India.

1500 The coaſt of Brazil was firſt diſcovered by Cabral a Portugueſe, who being ſent out to the Eaſt Indies, by Emanuel King of Portugal, was driven by a ſtorm upon this part of the coaſt of America.

1501 On the return of the Portugueſe from India, they diſcovered the iſlands of Aſcenſion and Saint Helena.

* Some hiſtorians ſay that Henry VII. granted a commiſſion to Cabot and his ſons, to make diſcoveries, on the 5th of March, 1496.

Vaſco

Vasco di Gama was the first who attempted to cross the Atlantic from the coast of Mozambique to India. A.D. 1502

The first instance of French ships sailing for, and arriving on the coast of North America. 1504

Negroes were first carried from the coast of Guinea, by the Portuguese, to the Spanish island of Hispaniola. 1508

Aubert, a Frenchman, was the first who sailed up the river St. Lawrence to Canada.

Admiral James Columbus, son of the great Christopher, sailed from Spain and planted the island of Jamaica. 1509

Ships were built in this reign for the royal navy, the Great Harry was the first, and cost upwards of twenty thousand pounds. She was by accident burnt at Woolwich, on the 26th of August, 1553.

HENRY VIII.

The royal dock yard at Woolwich was founded this year, the Regent was the first ship of war built in it. 1512

The island of Cuba was first permanently planted by the Spaniards. 1511

Sir Edward Howard, the Lord High Admiral, commanded a fleet of forty-five ships of war, and made a descent on the coast of Brittany. The French fleet, which too is variously stated, had a new built to oppose it, was under the command of Admiral Prennemar, and consisted, which however, which however. The two fleets met, and a good [illegible] ensued. Sir Thomas Thomas, who commanded the Regent (it is that it was the largest ship in the royal navy) boarded the French admiral in the Cordelier, which was commanded [illegible] men [illegible] the two ships [illegible] were blown up, [illegible] Thomas, [illegible] Cordelier, afterwards [illegible], was also taken. The [illegible] each [illegible] the victory.

Lindsay, [illegible] the [illegible] of this [illegible] Howard [illegible] to [illegible]

A.D. eighteen-pence a day; to every ſoldier, mariner, and gunner,
1512 five ſhillings a month for his wages, and five ſhillings for his victuals, allowing twenty-eight days in the month*.

1513 On the 25th of April Sir Edward Howard, with a fleet of forty-two men of war, attempted to force the harbour of Breſt, but found the French fleet ſo ſtrongly poſted as to render an attack impracticable; he therefore reſolved to burn the adjacent country. The admiral at this time heard that M. Prignet had arrived on the coaſt with ſix gallies and taken ſhelter in the bay of Conquet. Sir Edward Howard finding it impoſſible to approach the French gallies in the large ſhips, prepared two of his beſt gallies for that purpoſe, putting on board ſome of the braveſt of his ſailors; he commanded one himſelf, and entruſted the other to Lord Ferrers, and ſtanding boldly in, grappled and boarded with ſeventeen of his crew, the French Admiral: unfortunately the gallies ſeparated, by which means Sir Edward was forced overboard with ſeveral of his brave followers, and periſhed†.

In this year magazines and ſtorehouſes were built at Deptford for the royal navy, and Gravelend and Tilbury were fortified.

For the encouragement of navigation and commerce, the king firſt eſtabliſhed and chartered the fraternity of the Trinity houſe; whoſe office it is to examine, licence and regulate the pilots, for the King's and Merchant ſervice; alſo the direction and regulation of buoys, beacons, lighthouſes, &c. The examination of the forty boys, in the mathematical ſchool at Chriſt's Hoſpital, is entruſted to them.

The Navy Office was firſt inſtituted, and commiſſioners of the navy appointed and eſtabliſhed.

1514 The pay of a maſter ſhipwright was five pence a day with his diet, a common ſhipwright four pence.

1517 China firſt reſorted to by the Portugueſe.

1519 Hernando Cortez diſcovered Mexico, and made preparations for its conqueſt.

1520 Ferdinand de Magellan, a Portugueſe, ſailed with five ſhips from Spain, to diſcover a paſſage to India round the Southern promontory, which he effected on the 21ſt of

* See Harvey's Naval Hiſt. vol. 1. page 246.—Anderſon's Origin of Com. vol. 1. page 22.

† See the Life of Sir Edward Howard and Chron. Admirals, vol. 1. October,

October, and gave those straits the name of Magelan, also two remarkable clouds which are seen in the southern hemisphere. On his entering the sea to the westward he gave it the name of the Pacific Ocean, and after steering about fifteen hundred leagues to the northward, he discovered the Ladrone islands, and some time after, the Philippines. This great and enterprizing man was unfortunately killed by a poisoned arrow, [illegible] of Matan. The voyage was prosecuted [illegible] who discovered the island of [illegible] and the Moluccas. This was the first attempt we read of, to sail round the world. A. D. 15[illegible]

The first exact map of England, was published by George Lily, the first English [illegible]. 1[illegible]

Muskets were first introduced into land and sea engagement. 1521

[illegible] Cartier [illegible] from France, to discover a [illegible] passage to the East Indies, he reached to under 50 in the Bay of Saint Lawrence, and returned home in [illegible] the same year. 15[illegible]

Lord Herbert says, that great ordnance of brass, such as cannons and culverins, were first cast in England, which had before been imported from foreign parts. 15[illegible]

Mr. Robert Thorne, a merchant of Bristol, proposed and undertook, by the King's permission, to attempt a [illegible] to the north west, but returned home the same year [illegible] coast of [illegible] however touched at Cape Breton and Newfoundland, which was the first incitement to [illegible] that [illegible] authority, which the English now enjoy [illegible] Hudson's Bay, and wherever [illegible] in [illegible] 15[illegible]

The Portuguese discovered the Island of Japan. 15[illegible]

The Spaniards from Mexico, discovered the coast of California, on the west coast of America, as far as the [illegible] 15[illegible]

Dover pier was built. 1[illegible]

King Henry, in order to hasten by his presence the naval operations which were carrying on at Portsmouth, [illegible] against France, took up his residence there. In the month of July, the French fleet, consisting of above two hundred sail, appeared off St. Helens. Henry [illegible] the French, ordered all the ships that were [illegible] not more than one hundred minutes to proceed to meet [illegible] their passage from Portsmouth harbour, for

A.D. Mary-Rose, one of the largeſt ſhips in the navy, was over-
1545 ſet by a ſudden ſquall of wind, her lower ports being open, and within ſixteen inches of the water. Her commander Sir George Carew, and all on board periſhed*. King Henry had dined on board that day, and returned to the ſhore a few hours before the accident. In the evening of the ſame day, the two fleets met, and a deſperate battle was fought, until the darkneſs of the night ſeparated the combatants. The day following the French attempted three times to land on the Iſle of Wight, but were repulſed with conſiderable loſs, and compelled to return to their own coaſt†. Upon the authority of Father Daniel, the French had at this time a ſhip in their navy, carrying one hundred braſs cannon.

Henry paid ſo much attention to his navy, and the defence of his coaſt, that he cauſed to be built the caſtle of Portland, Hurſt Caſtle, Cowes, Camber, Sandſea, Sandgate, Walmer, Deal, Sandown, Queenborough, Pendennis, and St. Maws Caſtles.

In this reign the royal navy firſt became a ſeparate profeſſion: the king fixed ſalaries to admirals, vice admirals, captains and ſeamen; ſince that period we have had a conſtant ſucceſſion of officers in the royal navy.

EDWARD VI.

1547 Peter Bande, a Frenchman, is ſuppoſed to have been the firſt, who at this time caſt iron cannon in England; this, however, admits of a doubt, as the uſe of artillery had been known many years before to the Engliſh, and they had already caſt braſs ordnance, as before obſerved.

1548 An act was paſſed granting a free licence to all perſons to trade and fiſh on the coaſt of Newfoundland and other places, without the payment of any fee or reward.

Lord Clinton, admiral of the Engliſh fleet, deſtroyed the whole naval force of Scotland, and burnt all their ſea-ports.

Commodore Winter was ſent with a ſmall ſquadron to the relief of Jerſey and Guernſey, which he found blocked up

* [illegible]

† See [illegible] page [illegible]

by

by a fuperior French naval force. Resolved to execute his orders or perish, he made so rashe and impetuous an attack upon the enemy, that above one thousand were slain, the rest, with difficulty, made their escape to the continent in some small craft they found lying in the bay, as the French ships attending this expedition, were all burnt. A.D. 1548

Upon the restitution of Boulogne to France, the first mention of iron ball for cannon is made; some but those of stone had before been in use. 1550

Thomas Wyndham was the first Englishman who undertook a voyage to the coast of Guinea; it proving very successful, he was induced to undertake a second; and sailed with three ships from Portsmouth, but himself and most of his crew fell a sacrifice to the climate. 1552

MARY.

Three or three ships were fitted out to procure a very [illegible] 1553
[illegible] Guinea, and direct a north east passage, under the command of Sir Hugh Willoughby, who [illegible] 1553
latitude of 72 north; but being obliged to winter in Lapland, he and all his crew miserably perished, one of the ships under Captain Chancellor was [illegible] having passed the North Cape to the entrance [illegible] the Bay of St. Nicholas, on the Russian coast, [illegible] first Europeans or ships that had ever been [illegible] This voyage was the means of [illegible] commerce, and of the first [illegible] of Greenland. It is mentioned, that on this expedition the largest ships [illegible] numbered hundred tons, was fitted with lead, which proved, [illegible] early ages, the ignorance of navigation of inventing lead preservatives against the worms.

A Spanish fleet of [illegible] sail, having [illegible] on his way to Flanders, to espouse Queen Mary, [illegible] under the command of Lord William Howard, [illegible] narrow seas, [illegible] Philip of Spain flying at the main-top-mast head, and would have passed the Dutch [illegible] armed [illegible] many hundreds, had each [illegible] quadrantal, [illegible] and four [illegible] the Dutch [illegible] [illegible]

A.D. lute the Spaniſh Prince; an action highly meritorious and
1554 worthy imitation.

1555 A charter was firſt granted to the merchant adventurers trading to Ruſſia.

1556 Captain Stephen Borrough made a fruitleſs attempt to diſcover a north-eaſt paſſage.

1557 Calais was ſurrendered to the French, after being poſſeſſed by the Engliſh two hundred years.

ELIZABETH.

1558 This great queen began her reign by ſtudiouſly attending to her navy; ſhe iſſued orders for the preſervation of timber fit for ſhip-building, directed many pieces of braſs cannon to be caſt, and encouraged the manufacture of gunpowder at home. For the ſecurity of her fleet, which generally lay in the river Medway, ſhe built a ſtrong fortreſs called Upnore Caſtle, and raiſed the wages of the naval officers and ſeamen, by which ſhe juſtly acquired the title of the Reſtorer of Naval Power, and Sovereign of the Northern Seas.

1562 Mr. John Hawkins ſailed to the coaſt of Guinea for the purchaſe of ſlaves, which was the introduction of the horrid cuſtom of trafficking for human fleſh, by Engliſhmen.

1563 An act was paſſed for the better maintenance and encreaſe of the navy.

1566 A law was made to enable the maſter, wardens, and the aſſiſtants of the Trinity Houſe, to ſet up beacons and ſea-marks.

1567 Sir Martin Frobiſher attempted to diſcover a north-weſt paſſage to China, but returned unſucceſsful.

1571 An act was paſſed for the increaſe of mariners.

1577 On the 13th of December Sir Francis Drake ſailed from Falmouth, to proſecute his voyage round the world, which he accompliſhed in two years and nine months, and was the firſt Engliſhman who undertook ſo hazardous a voyage. At the age of twenty-two Sir Francis Drake* ſailed with Sir John Hawkins, who appointed him Captain of the Judith, in the harbour of St. John de Ulloa, in the Gulph of Mexico, where he diſtinguiſhed himſelf moſt gallantly in

* In the [illegible]

an action against the Spaniards. On his return to England, he engaged in several enterprises*. A.D. 1577

Accounts differ very much respecting the naval force of England at this period: some authors affect that the navy consisted of fifty-nine sail of the line, from one hundred to forty guns; fifty-eight frigates, from thirty-eight to twenty, and twenty-nine sloops, from eighteen to six guns, in all, one hundred and forty-six sail. 1578

Cornbell, in his Lives of the Admirals, gives no credit to this account, as it would have very much exceeded the force of the Spanish armada, but there we suppose it must be an error of at least one hundred years. The most accurate account we seem to have of the navy at this time, makes it consist of only twenty-four ships: the largest was the Triumph of one thousand tons, and the smallest the George of fifty. The whole number of ships in England at this time was estimated at one hundred and twenty-five, from one hundred tons and upwards, and six hundred and fifty, from one hundred to forty tons†.

The Russia company again fitted out two ships to discover a north east passage to the East Indies, which proved unsuccessful and unfortunate; one was lost, and all on board perished. 1580

The Queen dined on board the ship in which Sir Francis Drake had sailed round the world, and gave directions that it should be preserved as a lasting monument of his own and of his country's glory. In process of time the ship decaying, it was broken up, and a chair made of the planks was presented to the university of Oxford. 1581

An attempt was made by four English ships to make a voyage to China, but meeting with many disasters, returned home, having reached no farther than the coast of Brazil. 1582

A charter was granted by queen Elizabeth to a company of merchants to make discoveries in America. 1583

Captain John Davis sailed into and discovered those straits in North America, which have been his name. 1585

Letters patent were granted to a company trading to the coast of Barbary.

[illegible]

A.D. 1586 Mr. Thomas Cavendiſh fitted out three ſhips at his own expence, to ſail on a voyage round the globe, which he effected in two years and two months, paſſing through the Straits of Magellan. This was the ſecond circumnavigation of the world by the Engliſh.

1587 The queen ſent a fleet conſiſting of forty ſhips under the command of Sir Francis Drake, to the coaſt of Spain, to counteract the naval preparations of Philip II.; on the admiral's arrival off Cadiz he forced ſix gallies, which were guarding the coaſt, to take ſhelter under their forts, and burnt one hundred large ſhips laden with ammunition. After performing this ſervice, Sir Francis Drake ſailed for the Azores, where he took a valuable Portugueſe Eaſt-India ſhip. The journal, charts, &c. &c. found on board this ſhip, ſuggeſted the firſt idea to the queen of eſtabliſhing an Eaſt-India company.

Rear admiral Sir John Hawkins lying with a fleet of her Majeſty's ſhips in Catwater, fired a ſhot at a Spaniſh admiral, who came into Plymouth with the fleet that was going to eſcort Ann of Auſtria, for not ſtriking his flag, and paying the uſual honors to her Majeſty's colours, which after much altercation he compelled him to do.*

It is Sir John Hawkins to whom the royal navy is ſo much indebted for inſtituting the noble fund, the cheſt at Chatham, he alſo laid the foundation of that noble and humane receptacle for diſabled ſeamen, the Royal Hoſpital at Greenwich.†

1588 In the month of July of this year, was that ever memorable victory gained over the Spaniſh Armada, which ſailed from the Tagus on the 29th of May, but from encountering bad weather and other diſaſters, did not enter the channel until the 19th of July, under the command of the Duke Medina Sidonia. The force of the Engliſh ſquadron under the command of Lord Charles Howard, is variouſly related, neither is there any account given of the exact number of guns. That the reader may form ſome idea of their reſpective forces, an abſtract of each ſquadron is here inſerted, viz.

* See Cam. Lives Adm. vol. 1. p. 416. Life of Sir John Hawkins.

† Sir Francis Drake contributed much to theſe excellent Inſtitutions.

Squa-

[illegible]	[illegible]	[illegible]	Gun.	Men.	[illegible]	A.D.
The squadron of Portuguese galleons, under the particular command of the generalissimo - -	12	7730	380	1242	3086	1588
The fleet of Biscay, commanded by Don Juan Martinez de Recaldes, captain-general - - -	14	5861	322	906	2117	
The fleet of Castile, commanded by Don Diego de Valdez - - - -	16	8054	477	1793	2624	
The Andalusian squadron, commanded by Don Pedro de Valdez, general -	11	8092	315	776	2359	
The squadron of Guipuscoa, commanded by Don Martin de Esquerdo - - -	14	7192	297	608	2120	
The eastern fleet of ships called Levantinas, commanded by Don Martin Vertondonna - - - - -	13	8632	319	844	2793	
The fleet of ships called hoeds or hulks, commanded by Don Juan Lopez de Medina - - - -	23	10800	446	957	4175	
Pataches and zebecas, commanded by Don Antonio de Mendoza - - -	24	[illegible]	204	74[illegible]	1103	
The galleys of Naples, commanded by Don Hugo de Moncada - -	[illegible]	—	[illegible]	477	744	
Four galleys of Portugal, commanded by Don Diego de Medina - - - -	[illegible]	—	[illegible]	424	442	
Total	132	[illegible]	3148	[illegible]	21550	

By a Spanish manuscript there were compiled of one hundred and forty-six ships and [illegible] galleys [illegible], exclusive of the above, amounted to [illegible]

* [illegible]

A.D. 1588 The naval force of England to oppofe the Spanifh armada, under the command of Lord Charles Howard of Effingham, lord high admiral, Sir Francis Drake, vice-admiral, and Sir John Hawkins, rear-admiral.

Squadrons.	*Num.*	*Tons.*	*Men.*
Ships and veffels of her Majefty's	34	11850	6279
Merchant fhips ferving by tonnage with the lord high admiral - -	14	750	239
Do. ferving with Sir Francis Drake	32	5120	2348
Fitted out by the city of London -	38	6130	2710
Coafters with the lord high admiral -	20	1930	993
Coafters with Lord Henry Seymour	23	2248	1073
Voluntary fhips - - - -	18	1710	859
Victuallers - - - -	15	1795	455
Total	190	31530	14956

with feven other veffels not mentioned, carrying 474 men, which makes the whole number of them to be 15,430.

A naval hiftorian* ftates the number of men to be 15,272, and tonnage 31,985, fo that taking the greateft proportion of men and tonnage on the fide of England, that of Spain exceeded it 27,135 tons, and 13,535 men.

On the 20th of July the two fleets got fight of each other, that of Spain fteering up channel in the form of a crefcent, and extending near feven miles. The Englifh Admiral having the advantage of the wind, permitted them to continue their courfe till the next day; when off the Eddyftone, he commenced the action by attacking their rear with fo much judgment and effect, that they were foon completely routed; the battle continued for feveral days; at length the Spaniards harraffed and beaten in all quarters, were totally difperfed; fo that out of the whole of this formidable armament, not more than fifty fail returned to relate this unfortunate difafter in their own country.

In this action we firft read of fire-fhips being brought into ufe, and indeed they had fo good an effect, that the victory may be greatly attributed to the confufion thefe deftructive machines caufed among the Spanifh fleet, who

* Harvey's Naval Hiftory.

certainly

[illegible] bravely fought with diſtinguiſhed bravery and intre- A.D.
[illegible]

Elizabeth determined to retaliate on the Spaniards, 1589
[illegible] out a fleet in the ſpring, [illegible] of one hundred and forty-ſix ſail, having on board fourteen thouſand men. The queen only furniſhed ſix of the ſhips, the reſt were equipped at the expence of individuals, ſo that it may be ſtyled the greateſt privateering expedition that was ever undertaken. To this force Sir Francis Drake and Sir John Norris were appointed commanders. They firſt ſailed to Corunna, which was taken, and the adjacent country burnt. The next attempt was againſt Liſbon; but fearing to venture the large ſhips up the river Tagus, Sir Francis Drake took and deſtroyed the caſtle of Caſcais, and ſeized upon ſixty large ſhips belonging to the Hanſe towns, laden with corn and ammunition; theſe with one hundred and fifty pieces of cannon, and the deſtruction of [illegible], were the chief fruits of this expedition.

The queen allotted the ſum of 89701. a year for the 1590
[illegible] of the Royal Navy.

About this time the teleſcope or ſpying glaſs was firſt diſcovered, and invented by Janſen, a ſpectacle-maker, of Middleburg in Zealand. The ſtory related is, that his children playing with ſome ſpectacle glaſſes, happened to fix two of them at the extremities of a tube, and looking through, were ſurpriſed to perceive objects apparently nearer and magnified: their exclamations attracted the notice of their father, who equally aſtoniſhed, communicated his ideas to ſome friends, who aſſiſted him in forming [illegible] tube, but it is to the incomparable Sir [illegible] Newton that we are indebted for the invention of [illegible] ſuch [illegible]. It is alſo ſaid that [illegible] the [illegible] Galileo [illegible] through the ſatellites of Jupiter, the [illegible] was to be conſiſted of [illegible] ſmall ſtar, [illegible] was of the ſame nature, and ſimilar to the [illegible] and [illegible] ſtars; and he [illegible] from thence to [illegible] planets and ſtars, as he [illegible] by those [illegible] and [illegible] glaſſes to [illegible] planets of

[illegible]

A.D. 1590 mariners, and not without hopes of difcovering the longitude. Unfortunately this great aftronomer loft his fight.

Toricelli, a pupil of Galileo, invented at this time the barometer.

Ten Englifh merchant fhips, on their return from the Levant, fell in with, and fought moft bravely for fix hours, twelve large Spanifh gallies, commanded by the famous Don Andrea de Doria, Viceroy in the ftraits of Gibraltar, which they compelled to take fhelter in an adjoining harbour much difabled*.

1591 The firft voyage to the Eaft-Indies was undertaken by Captain Lancafter, who failed with three fhips fitted out for that purpofe. Before they reached the Cape of Good Hope, the crew became fo very fickly that it was found neceffary to fend one to England with the invalids; another was loft with all its crew in a gale of wind; and Captain Lancafter's own fhip, on her return home, having ftopped at an uninhabited iflandt, the crew mutinied and ran away with the fhip, while the Captain and the reft were on fhore feeking for refreftiments: here they remained three years, when a fhip fortunately arrived, and relieved him and his miferable companions from their wretched fituation, feveral having actually perifhed for want.

Lord Thomas Howard failed to the Azores to intercept the Spanifh Plate fleet, with a fquadron of feven of the queen's fhips, and as many fitted out by private adventurers. While off the ifle of Floreo, he was furprifed and fuddenly attacked by a Spanifh fleet, confifting of fifty-three fail, under the command of Don Antonio Baffano. The action was long and bloody. The Revenge, commanded by Vice-Admiral Sir Richard Grenville, was taken, after a moft furious and gallant refiftance, in which the Admiral was killed, and the fhip foon after, being in the poffeffion of the Spaniards, funk with two hundred of them on board. One Spanifh man of war and a fly boat were alfo funk.

Sir George Carey cruizing off Cape Corientes, in the Weft-Indies, with three fhips of the queen's, fell in with, and was moft warmly attacked by eight fail of Spanifh veffels, four of them fhips of war, confiderably fuperior both in fize and force; the other two were tranfports.

* See Kent's Bio. Nav. [illegible]

† Probably St Helena [illegible]

Sir George defended himself with the utmost bravery, notwithstanding he was furiously detested by the other two ships, he at length compelled the Spaniards to their oil. The action continued in a running fight from seven in the morning till eleven at night*. A.D. 1591

The Centurion, in the Turky trade, commanded by Mr. Robert Bradshaw, on his return to England, was attacked near the straits of Gibraltar by two Spanish galleys, having on board one thousand men; they instantly grappled the Centurion, two on each side, in one attack, but the brave Bradshaw, with only forty-eight men and two boys, made so gallant and resolute a defence, that after a most bloody conflict of five hours, he obliged the Spaniards to their oil, with the loss of a great number of men, many having perished by plunging into the sea. The Centurion had only four killed, and ten wounded. She took one of the Spanish ships; but notwithstanding her disabled state they declared bringing her to action.

A naval squadron was sent, under the command of Sir Martin Frobisher, to reduce Brest. Sir John Norris commanded the troops, and laid siege to it by land, while the Admiral entered the harbour with four men of war, blocked it up, and landed the seamen, who, in conjunction with the troops, formed a battery, which, though nobly defended, was taken with considerable slaughter. Sir Martin Frobisher was severely wounded in the thigh, and died soon after. 1594

Sir John Hawkins and Sir Francis Drake sailed to the West Indies with a combined fleet; the former dying [illegible] and the command devolved on Sir Francis Drake, who, [illegible] the harbour of Porto Rico, but the Spaniards [illegible] gallant a defence, that he was obliged to [illegible] with loss; he then attempted to [illegible] Darien to Panama, in the South Seas, where he [illegible] with the haughty spirit of Drake, that [illegible] 1595

A.D. Don Diego Brochero with four Spanifh gallies landed
1595 in Cornwall, and deftroyed the towns of Moufehole, New-
lin, and Penzance.

1596 To revenge this infult an expedition was planned to deftroy the Spanifh fleet in the harbour of Cadiz; accordingly a fleet was fitted out, confifting of one hundred and twenty-fix fhips, feventeen of which were the queen's, with feven thoufand troops embarked on board. Thefe were joined by a Dutch fquadron of twenty-four fail, under the command of Admiral Van Duvenwoord, the whole to be commanded by the Lord High Admiral Effingham and Earl of Effex.

On the 1ft of June this armament failed from Plymouth, and arrived before Cadiz on the 20th. The city, after a moft obftinate and gallant defence, was taken, and the fortifications entirely deftroyed. The treafures found in it were immenfe. The Spaniards gave five hundred and twenty thoufand ducats to fave the city from plunder. Eleven of the King of Spain's beft fhips and forty-four large merchant fhips were burnt in the harbour. Two galleons and one hundred brafs cannon were brought to England.

1597 On the 9th of July a powerful fleet of one hundred and twenty fail, and ten Dutch men of war, failed from Plymouth, under the command of the Earl of Effex, Vice-Admiral Lord Thomas Howard, and Sir Walter Raleigh. This expedition was intended for the deftruction of the Spanifh fleet collected at Ferrol and the Groynne; but unfortunately meeting with tempeftuous weather, they were difperfed and much difabled. The Earl of Effex gave up the idea of going to Ferrol, and fteered for the Azores, to intercept the Spanifh fleet expected from Mexico; had the Earl of Effex been better acquainted with the profeffion of the fea, he would moft probably have fucceeded and captured the whole Spanifh fleet; but from an ill-judged manœuvre, when he had got fight of them, they were fuffered to make fail, and all excepting three efcaped into the harbour of Angra, which was well defended by ftrong forts. The three fhips taken were fo richly laden as to defray the expences of the expedition.

The Spaniards availed themfelves of the abfence of the Englifh fleet to enter the channel with a powerful fquadron, in hopes of making a defcent on the coaft; but they

were

were overtaken by so violent a storm that their fleet was dispersed, many were driven ashore on the English coast, and others taken. A.D. 1597

After two unsuccessful attempts made by the Dutch to sail to the East-Indies in the years 1594 and 1595, by going round the coasts of Norway and Lapland, and to the North-east coast of Nova Zembla, they this year sent out ships, which sailing through the straits of Magellan and returning by the Cape of Good Hope were more successful. This was the first voyage round the world by the Dutch. 1598

The Earl of Cumberland was the first subject in England who built a ship of the size of eight hundred tons. This bold and noble adventurer fitted out a squadron of cruisers at his own expence; with these he failed to intercept the Lisbon fleet on its passage to the East Indies; but having in this object, he proceeded to the Canaries, and from thence to Porto Rico, where he made himself master of the city and harbour, with the intention of making it his chief rendezvous whilst he should continue to cruize in the Spanish main, and among the West-India islands. A pestilential disease spreading rapidly among his people, reduced them so considerably, that he was at length obliged to abandon his conquests and return to England, after having acquired little else but glory.

A great fleet was equipped, and collected in the Downs, more well to know to annoy the Spaniards than for any other purpose. Having had the desired effect, it was laid up again in three weeks. England had at this early period improved so much in maritime skill and affairs, that this fleet was fitted out for fear in two days. 1599

The first charter was granted to a society of merchants for trading to the East Indies, which was the establishment of the East India Company. 1600

The above society fitted out four, for the first time, 1601
five ships, from six hundred to seven hundred tons burden, the command was given to Captain James Lancaster, who had been bred in merchandise. On a passage home they took possession of the island of St. Helena, and in the year 1673 the English planted a fort upon it there. This voyage was performed in two years and six months.

In this year also we have the first account of ships having 1602
[illegible] Dutch for the East Indies.

A.D. 1602 Sir Richard Levifen and Sir William Monfon cruizing with a fquadron on the coaft of Portugal, attacked in the road of Cerimbra a galleon and eleven Spanifh gallies; they had placed themfelves fo immediately under the fort, as in conjunction with it greatly to annoy the Englifh fhips, without their being materially damaged in return. The Englifh however bravely forced the harbour, burnt feveral of the gallies, drove the garrifon from the fort, and captured the galleon, with a million pieces of eight on board.

Sir Robert Manfell fell in with a fleet of fix gallies off the coaft of Flanders, the whole of which he took and drove on fhore, excepting one, which efcaped into Dunkirk.

JAMES I.*

1603 Surat firft fettled by the Englifh Eaft-India Company.

1604 A difpute having arifen between the Englifh and Dutch with refpect to the compliment of the flag, a fleet was fent to fea under the command of Sir William Monfon, who, on his arrival in the Downs from Calais, where he had been to efcort over the Emperor's Ambaffador, obferved fix fhips lying there in addition to thofe he had left three days before. On his nearer approach he difcovered them to be Dutch men of war, whofe Admiral, on Sir William Monfon paffing their fquadron, ftruck his flag three times. The Englifh Admiral, not fatisfied with this compliment, perfifted on his keeping it ftruck during his cruize on the Englifh coaft.

1605 Virginia, in North America, was firft permanently fettled by Mr. Percy, brother to the Duke of Northumberland, who failed up the bay of Cheafapeak into a large and fine river, on the banks of which he built a town and formed the firft fettlement, naming both it and the river James, in honour of the king.

1607 Mr. Henry Hudfon difcovered the bay, which at this day bears his name. He failed as far north as the latitude of 80 degrees 23 minutes, where he was ftopped by the ice, and obliged to return.

* Appendix, Chap. I. No. 1. State of the Royal Navy at the Restoration of Queen Elizabeth.

The

The king ordered to be built at Woolwich the finest ship ever seen in England; she was one hundred and four feet keel, and forty-four feet beam, for burden fourteen hundred tons, and mounted with sixty-four guns. She was named the Prince. A.D. 1610

The first voyage was undertaken by the English to Greenland on the whale fishery by two ships, both of which were lost, and their crews miserably perished.

The Dutch first sailed to the East Indies, and in 1617 died at Bantam. 1612

The island of Bermudas discovered and peopled by the English; also Bermudas or the Somers islands; these had been known some time before, most likely by Sir George Somers, who was wrecked upon them in the year 1609, and whose name they bear, but have since been corrupted to Summer.

Gerard Schouten sailed with four ships from Holland, 1616
sailing through the straits of Magellan, and returned home by the Cape of Good Hope. This was the second voyage performed to the Dutch round the world.

Lord Napier was the inventor of logarithms, which have proved so useful to the mathematics, &c.

Le Maire and Schouten, two Dutch merchants, were 1615
the first who sailed round Cape Horn, passing through the straits, which now bear the name of Le Maire, and the Cape Horn after the town in Holland, from whence they came.

A most remarkable, and indeed memorable action, was 1617
fought between the Malabar man of war, the Dolphin merchant ship of 18 guns, and 300 men, commanded by Captain Edward Nicholls. The ship boarded Captain Nicholls, on the coast of Sumatra, fell in with, and after a most bloody engagement, beat off the three Dutch ships. In the engagement the Dolphin had six men killed, and twenty-four wounded.

The East India company was incorporated and erected 1618
by charter.

Sir Robert Mansell sailed from Plymouth in the month 1618
October, with six men-of-war and twelve merchant ships, to cruise against Algiers.

A.D. 1620 On the 27th of November the fleet anchored in the road and ſaluted the fort, to which no return was made. Sir Robert Manſell remonſtrated with the Dey upon the inſult offered to the Engliſh flag; which was ſettled after ſome time paſſing in negotiation. The Admiral then ſailed over to the coaſt of Spain, where he fell in with ſix French men of war, and obliged their Admiral to ſtrike his flag, and pay him the uſual compliments.

The Engliſh Eaſt-India Company firſt ſettled at Madras, or Fort St. George, on the coaſt of Coromandel.

1621 In the ſpring of this year Sir Robert Manſell attempted to deſtroy the ſhips in Algiers Mole, in revenge for the inſult he had received the preceding year.

1622 The firſt eſtabliſhed contract for victualling the Royal Navy, wherein is expreſſed the kind of proviſions, and alſo the quantities allowed and times of ſerving it to the ſeamen, viz.

"Every man's allowance was one pound of biſcuit, one "gallon of beer, two pounds of beef with ſalt four days "in the week; or elſe inſtead of beef, for two of thoſe "four days, one pound of bacon or pork, and one pint of "peaſe, as heretofore hath been uſed and accuſtomed; and "for the other three days in the week, one quarter of "ſtock-fiſh, half a quarter of a pound of butter, and a "quarter of a pound of cheeſe. Saving for the Friday to "have the quantity of fiſh, butter, and cheeſe, but for one "meal, or elſe inſtead of ſtock-fiſh, ſuch quantity of other "fiſh or herrings, as the time of the year ſhall afford.

"The purſers to be paid by the contractors for neceſ-"ſaries, as wood, coals, candles, diſhes, cans, lantherns, "&c. viz. in ſervice at ſea, ſixpence for every man per "month; and in harbour twelve-pence, and two ſhillings "to every ſhip for lading-charges by the month.

"The contractors to have the uſe of all his majeſty's "brew-houſes, bake-houſes, mills, and other ſtore-houſes, "as well as at Tower-hill, as at Dover, Portſmouth, and "Rocheſter, paying the ſame rent as former contractors "paid.

"The allowance to the ſaid contractors for every man's "victuals, in harbour, ſevenpence halfpenny, and at ſea "eightpence per day.

"The contractors were Sir Allen Apſley, and Sir "Samuel Daniel, who were to enjoy, during life, the "title

[illegible] and office of general purveyors of the victuals of his majesty's navy.' A D 1622

During this reign ten more ships were added to the royal navy, in all sixty two sail, and fifty thousand pounds a year were expended for the fleet. The king gave annually thirty thousand pounds worth of timber from the royal forests for the use of the navy*.

Voyages to the East-Indies became now more frequent. Virginia, New England, and many other parts of the continent of North America were peopled and settled by the English.

Mr. Gunter, professor of astronomy, at Gresham College, Cambridge, published his Scale of Logarithms, Sine, &c. which has been since much improved by Mr. John Robertson. 1624

CHARLES I.

A comptroller, surveyor, clerk of the navy, &c. were appointed in separate branches, subordinate to the lord high admiral or the admiralty board; from whom the former officers were to receive directions and orders respecting the royal navy. 1625

In the war with Spain a powerful fleet was fitted out, consisting of eighty English and Dutch ships, under the command of Cecil, afterwards created Baron Pembroke, Viscount Wimbledon. The Earls of Lincoln and Denbigh commanded on board the fleet with their regiments. The English armament departed from Plymouth on the [illegible] of October, but were soon after dispersed in a gale of wind. They afterwards joined again on the coast of Cape St. Vincent, where it had been appointed a rendezvous [illegible] [illegible] to the attack of Cadiz. On the [illegible] appeared before it, when the Earl of [illegible] [illegible] to attack fourteen ships and [illegible] [illegible], which were considered [illegible], but not [illegible] [illegible] Port Royal. Some thousand men were [illegible] and made the [illegible] of the fort at Puntal, [illegible] with very little resistance. The Dutch fleet [illegible]

* [illegible] Navy [illegible]

A.D. unfortunately discovered and broke into the stores, which
1625 contained wine, became so excessively intoxicated, that had the enemy known, and availed themselves of their situation, the slaughter must have been dreadful. The officers, greatly alarmed at this disaster, hastened the reimbarkation of the troops, and the fleet proceeded to sea, where it became so extremely sickly, that on its return to England there were found scarce men sufficient to work the ships. Thus ended this unsuccessful expedition, which had it been entrusted to men of approved nautical abilities, might have poured immense treasures into the nation, and crowned the English arms with immortal glory.

Sir Thomas Warner and M. Desnombru, a sea captain in the service of France, landed on the same day, and jointly took possession of, and settled the island of St. Christopher's for their respective nations.

1626 By a proclamation the wages of the seamen in the royal navy were encreased to twenty shillings a month, which had been till now only fourteen. An ordinary seaman's to fourteen, which had been only nine shillings, besides an allowance to a chaplain of fourpence, to a barber twopence, and to the chest at Chatham sixpence per month.

1627 Three expeditions were undertaken to assist the people of Rochelle, who were in the protestant interest. All of which failed, and in the end they were obliged to submit to the king of France*.

The Duke of Buckingham, Lord High Admiral, while at Portsmouth superintending the equipment of the fleet, was murdered by Felton, an officer in the army, who surrendered himself up to the law.

1628 The Dutch discovered New Holland; but we are indebted to our ever-memorable circumnavigator, Captain Cooke, who, in the year 1769, sailed round this extensive tract of land, and discovered it to be an island.

1629 The Bahama islands first possessed by the English, and the Carolinas in North America planted.

The various disputes which constantly arose, respecting the honour of the flag which the English claimed, induced the famous Hugo Grotius to write a treatise, in which he endeavoured to prove the futility of our title to the dominion of the sea; which, agreeable to his ideas, was a gift

* Campbell's Lives of the Admirals, vol. 1. page 536.

from

it in God common to all nations. This book he calls Mare Liberum. In the year 1632 Mr. Selden wrote a treatise in answer to it, which he called Mare Clausum, in which he very forcibly and learnedly asserts the right we have so justly claimed from our ancestors, and to impress it firmly on the minds not only of foreigners, but Britons, says, "That they have an hereditary and uninterrupted "right to the sovereignty of their seas, conveyed to them "from their ancestors, in trust for their latest posterity." A copy of this book was ordered by the King to be kept in the court of admiralty, there to remain as a just evidence of our dominion of the sea. A.D. 1632

The island of Antigua was first settled by the English, and permanently established in its possession in the year 1666. 1632

The Dutch first made a settlement at the island of St. Eustatia.

The first appointment of a clerk and keeper of all the King's stores, and store-houses, at Chatham, Deptford, Portsmouth, &c. 1634

Curaçoa first possessed and settled by the Dutch.

A proclamation was published prohibiting ship-wrights and artificers from entering into foreign services; also for asserting the sovereignty of the sea, and to regulate the manner of wearing the flag.

A proclamation to prevent foreigners from fishing upon his majesty's seas and coasts. 1635

The French first made a settlement on the islands of Martinico and Guadaloupe, also on the river Niger or Senegal, on the coast of Africa.

A junction of the French and Dutch fleets called the King to equip and form to sea, a superior naval force, consisting of ships of war, which in the month of May following, under the command of Earl of Lindsey. The combined fleets passed off Dunnose, and vainglorily gave out that they intended to alter their own independence, and to dispute the prerogative which the English claimed in the narrow seas. As soon as they were informed that the English fleet was at sea, and in search of them, they quitted the coast, and repaired to their own.

An act was now passed for ship-money, which compelled all the port-towns to furnish a fleet to prevent the Dutch fishing 1636

A.D. on the coaſt of Britain; it was now extended throughout
1636 the whole kingdom. The fleet was to conſiſt of forty-four ſhips, carrying eight thouſand men, and to be armed and fitted for war*.

The Dutch ſtill perſiſting to fiſh upon the northern Britiſh coaſt, a fleet conſiſting of ſixty ſail of men of war, was ſent to ſea under the command of the Earl of Northumberland as admiral, vice-admiral Sir John Pennington, and rear admiral Sir Henry Marom. Upon the admiral's arrival in the North Sea, he diſcovered the Dutch buſſes, and directed them to deſiſt from fiſhing, and immediately to quit the coaſt. The Dutch paid no attention to theſe orders, but continued to fiſh; upon which the admiral made uſe of force to compel them. These meaſures brought about a negociation, and the Dutch fiſhermen requeſted of the earl of Northumberland to ſolicit the king to permit them to fiſh this year, for which they would willingly pay thirty thouſand pounds: at the ſame time expreſſed a wiſh to obtain a grant from the king for them to have permiſſion to fiſh there in future, paying him an annual tribute. The Dutch condemned this proceeding, and ſaid that it was an act of violence committed on them, becauſe they were defenceleſs. This aſſertion was diſproved by the journal of the Earl of Northumberland, who ſays they had a ſquadron of ten men of war, and were joined on the 20th of Auguſt, the ſame year, by twenty more, under the command of Vice Admiral Dorp, who ſo far from remonſtrating with the Engliſh admiral on his proceedings, ſaluted him by lowering his topſails, ſtriking his flag, and the firing of guns.

Upon the earl of Northumberland's return with his fleet to the Downs, he diſcovered twenty-ſix ſail of Spaniards bound to Dunkirk, who upon his approach, paid the marks of reſpect due to the Engliſh flag.

1637 The king directed to be built at Woolwich the Royal Sovereign, which was the firſt three decked ſhip in the royal navy; her dimenſions were, viz.

	Feet.
In length by the keel - - - -	128
In length from the fore end of the beak head to the after end of the ſtern - -	232
Breadth on the beam - - -	48

* Rushworth's Hiſtorical Collections, vol. 1. page 335.

Height

H[illegible] from the bottom of the keel to the top of the stern lantern - - -	76	A.D. 1637
Number of ports on the lower deck - -	30	
Ditto on the middle deck - - -	30	
Ditto on the upper deck - - -	20	
Ditto on the quarter deck - - -	14	
Ditto on the forecastle - - - -	12	
Ditto stern and bow chases - - -	10	

[illegible] in number 1637, by some authors 1720; the carriages eleven in [illegible], the largest weighing 4400 pounds: it [illegible] that the bad five stern lanterns, the center so large [illegible] to contain ten persons upright. This ship was built by Peter Pett, Esq. under the inspection of the famous Phineas Pett, one of the principal officers of the navy.

France began to establish a regular marine, having fifty [illegible] and twenty galleys in her navy, and for the first time shewed her to pretend over Spain at sea; upon which occasion the Cardinal Richelieu had placed upon the stern of the largest French ship of war, the following gasconading motto, viz.

"Florent quoque Lilia ponto."

Which this modesty thus translated, viz.

"Even on the main,
"Our Gallic lilies triumph over Spain."

By the king's proclamation, for the relief of maimed, disabled, or otherwise distressed officers in the navy, and for the poor widows and children of such as should be lost in navigating voyages, 1638
[illegible] pence per month was collected from each pay of [illegible], and [illegible] per month from all [illegible] wages, [illegible] the pay of [illegible]. This method was [illegible] [illegible] the East India Company's trade was [illegible] [illegible] known.

The Spaniards, who [illegible] had been greatly re- 1639
[illegible] to the point of Dunkirk, [illegible] from Corunna [illegible] twenty-five [illegible] men, [illegible] Dutch were [illegible] Dunkirk, [illegible] to dispute the point with them. Admiral Van Tromp was in [illegible] the Channel with [illegible] ship of war, and [illegible] with the Spaniards [illegible] with [illegible]

[illegible]

A. D. 1639 withſtanding their great ſuperiority: after a ſevere conflict, he was compelled to ſheer off, and proceeded off Dunkirk, where he was joined by the whole Dutch fleet, conſiſting of one hundred ſail. The Spaniards were now ſo vigorouſly attacked, that they were under the neceſſity of taking ſhelter on the coaſt of England, near Dover, where the Dutch fleet purſued them. Sir John Pennington was lying in the Downs with thirty-four ſhips of war, and ſent to inform the Dutch admiral, that he ſhould reſiſt any breach of neutrality which might be committed in his preſence. The Spaniards not ſatisfied at remaining immoleſted under the protection of the Engliſh, inſulted Van Tromp, by firing a ſhot as he paſſed in his barge, by which a man was killed on board of one of the Dutch ſhips. This ſo irritated the Dutch admiral, that he ſent the dead body on board of the Engliſh admiral, as a proof that the Spaniards had been the firſt to violate the laws of neutrality, and that he ſhould inevitably attack their fleet, conformable to the orders he had received from Holland. This threat was inſtantly put in execution, by Van Tromp weighing with the whole Dutch fleet, and attacked moſt furiouſly that of the Spaniards, who cut their cables, and put to ſea in the greateſt diſorder and confuſion; only ten ſail eſcaped, the reſt being either taken, burnt, or run on ſhore.

The iſland of St. Lucia in the Weſt Indies was firſt ſettled by the Engliſh; after changing its maſters ſeveral times; it was at length finally ceded to France in the year 1762.

1640 The French made a ſettlement at Surinam on the coaſt of America, ſome time after gave it up on account of its unhealthy ſituation; it was then ſettled by the Engliſh, who continued in poſſeſſion of it until the year 1674, when it was taken by the Dutch.

The Conſtant Warwick was the firſt ſhip built on the improved plan of frigates, under the direction of Peter Pet, Eſq.

1642 The iſland of Tobago ſettled by the Dutch, afterwards by the Engliſh, and finally ceded to them by France in the year 1762.

King Charles I. added to the royal navy ten ſail: at the time of the commencement of the civil wars, it conſiſted of eighty-two ſail *.

* Appendix, Chap. I. No. 2

CIVIL

CIVIL WAR.

The fleet in the spring of this year fell into the hands of the parliament, who committed it to the command of the Earl of Warwick, and Vice Admiral Batten. The navy was conducted with tolerable order and discipline, until the Independents thought proper to attempt the removal of the admirals from their commands, and placed an officer of their own to supersede them, whose name was Rainborough. The seamen, attached to their old commanders, revolted, seized upon Rainborough and his officers, put them in irons, and fled with the fleet to Holland, with the intention of declaring the Duke of York their Admiral. Soon after Vice Admiral Batten deserted the Parliament, and taking Captain Cassis with him, one of the best ships in the navy, he joined, at this time, under the Prince of Wales, a squadron of about twenty sail, with which he sailed over to Ireland, from the Parliament having fitted out one, much superior, under the command of the Earl of Warwick, which anchored in the Downs, in sight of the royal fleet, which obliged the Prince of Wales to retire to the coast of Holland, where Warwick immediately pursued him. On his arrival on the coast, he sent a message to the States, requiring them to change those ships which had revolted from the Parliament of England to put to sea. In consequence of this, the Dutch sent out their whole navy, and supplied it with pilots to the two admirals, requiring them not to molest the ships on their coast. Some of the naval officers, being sent to the prince, he was necessitated to permit the junction of Hekocez, upon which Warwick returned home.

A.D. 1648

1649

In the year following, he was ordered to forbear the war, the command was given to Prince Rupert, who sailed to London, and was for the matter of hostile intent, [illegible]

Now the Parliament fitted out a squadron under the Earl of Warwick, [illegible] Blake, Deane, and [illegible] Popham, who [illegible] attacked, were [illegible] superiority of [illegible] Popham were ordered to sail, and block up [illegible] they performed

A. D. 1649 ſo effectually, that the prince was driven to the greateſt extremities. At length, on the 24th of October he came to the deſperate reſolution of forcing a paſſage through the enemy's fleet; three of his ſhips were taken, and with the remainder he ſailed for the Mediterranean, from thence to the Weſt Indies, where he committed many acts of piracy.

Upon Blake's return to England he received the thanks of parliament, and with Deane and Popham was inveſted with the ſupreme command at ſea. Theſe commanders compelled the iſlands of Scilly, Jerſey, Guernſey, and Man, to acknowledge the authority of Parliament. Sir James Ayſcue did the ſame in the Weſt Indies, and at Virginia.

The Danes ſettled on the iſland of St. Thomas in the Weſt Indies.

1651 In the month of February, on Blake's return from his expedition againſt Prince Rupert, he fell in with a French man of war of forty guns, which he took, after an action of two hours, together with four others, theſe he ſent to England, and on his arrival, the parliament, for his vigilance and valour, appointed him warden of the Cinque Ports, and elected him one of the council of ſtate.

The Dutch ſettled at the Cape of Good Hope, where they built a town and fort.

1652 Many diſputes aroſe between the commonwealth of England and the Dutch; the former inſiſted on the compliment of the flag, and the ſovereignty of the ſea. This matter was ſoon brought to an iſſue:—On the 14th of May, Commodore Young fell in with a Dutch convoy, eſcorted by three ſhips of war, from whom he civilly demanded the uſual honours to be paid the Engliſh flag. The Dutchman poſitively refuſed to comply, giving as a reaſon that he had expreſs orders from the ſtates not to pay thoſe honours, which the Engliſh exacted from their ſhips in the Channel. Commodore Young, on this refuſal, fired into the Dutch, which brought on a ſmart action; at length the Dutch ſhips ſtruck, and after paying the compliment, were allowed to proceed on their voyage.

On the 18th of the ſame month, an action of ſtill more conſequence happened. Admiral Van Tromp, who was at ſea with forty ſail of men of war to protect their trade, put into the Downs, where Major Bourne was lying with a ſmall ſquadron. Van Tromp on his anchoring ſent to inform

[illegible] English commander in an escutcheon [illegible] A.D. 1652
[illegible] had been [illegible] through fleets of wea[illegible] Martin Harpertz, double-gilt [illegible], returned for answer, "that the thoughts of [illegible] day would prove the truth of the allegation," and immediately [illegible] to inform Admiral Blake of the transaction, who was lying off Dover with fifteen ships of war.

[illegible] next day Van Tromp got under weigh and stood [illegible] Dover road, with a view of paying the honours to the flag. [illegible] three guns to be fired without shot; which the Dutch Admiral returned by a whole broadside. A most [illegible] engagement [illegible] began, at first the whole force of the Dutch fleet [illegible] the English Admiral [illegible] but was [illegible] heavily supported by the rest of his ships, and [illegible] at this time joining with eight fail [illegible] the Dutch to bear away and look shelter at [illegible] Calais Sandhead, after having been severely [illegible] action lasted from five in the afternoon [illegible] night. The English fleet was much inferior [illegible] in strength, notwithstanding which one of the Dutch [illegible] and another sunk.

[illegible] greatly by this act of temerity. [illegible] July, captured above forty of [illegible]

[illegible] Captains Taylor and Peacock, [illegible] in with and engaged two Dutch [illegible] off Flanders, [illegible] having [illegible], one of which was taken and [illegible]

[illegible] from the West Indies, [illegible] of war, and several merchantmen [illegible]

[illegible] Nore Sea, [illegible] St. George [illegible]

[illegible] of Blake's squadron, [illegible] A heavy gale [illegible] action off el- [illegible] main [illegible]

A.D. 1652 at his conduct, he resigned the command of the fleet, and De Ruyter was appointed to succeed him.

On the 16th of August, Sir George Ayscue being on a cruize off Plymouth with thirty-eight sail, chiefly frigates, fell in with a superior Dutch fleet under De Ruyter. The action began about four in the afternoon. The Dutch being to windward, the English Admiral, followed by nine of his ships, with great resolution and bravery forced through the enemy's line and obtained the weather gage. The action became now very fierce and desperate, till, at length, the night separated the combatants. The next morning De Ruyter found himself very unequal to renew the fight, several of his ships had received so much damage that it was with difficulty they could be kept afloat; he therefore bore away and steered for his own coast. Sir George Ayscue pursued the Dutch for some time; but not being well supported by many of his captains, either in the action or chace, he bore away for Plymouth to refit. Rear-Admiral Peck lost his leg, and died soon after. Several captains were wounded, and one fireship lost.

The Parliament, rather than call those captains to an account who had behaved so ill, preferred putting aside that brave and able seaman, Sir George Ayscue, on whom they settled a pension of 300l. a year.

Towards the end of August Commodore Badily, with three ships of war and a fireship, convoying some merchant ships from the Levant, fell in with a Dutch fleet, consisting of eleven ships of war, under Admiral Van Galen, off the isle of Elba, near the coast of Tuscany. An action commenced between the two squadrons; but being late in the evening, little or no advantage was gained on either side. Commodore Badily directed the merchant ships in the night to proceed with all expedition to Porto Langone*, in the isle of Elba, lest from his unequal force they should fall into the hands of the enemy. The next morning the action was renewed with great fury. Van Galen violently attacked the English commodore, who soon disabled the Dutchman, and obliged him to sheer off a complete wreck; another of the enemy's ships supplying her place, had her mainmast shot away, and was bravely boarded by the Phœnix frigate. A dreadful slaughter ensued; at length the Phœnix, overpowered by numbers, was compelled to strike. In the mean time the English commodore was

* I believe it meant Porto Ferraio.

boarded

[illegible] by two Dutch ships; but the unequal contest, so far from intimidating the gallant Evans, that he continued to defend himself with both [illegible] cannon, that the ships were both beaten off, with the loss of their commanders and a flocking [illegible] Evans. After the action the commodore [illegible] the harbour of Porto Longone, to the charge of his consorts. The Dutch fleet also put in there to refit, and notwithstanding the animosity which manifested itself between the two parties in battle, when on a neutral port the greatest harmony and good humour prevailed. A.D. 1652

In November a part of the Dutch fleet repaired to Leghorn road, taking the Phœnix along with them, commanded by Van Tromp, whose ship had been rendered unfit for the late action. Commodore Appleton was [illegible] to road with his flag man of war, formed a [illegible] and [illegible] the Phœnix. The care of [illegible] was committed to one Cox, who had [illegible] of the Phœnix. On the 26th of November, in the morning, this gallant [illegible] was carried into execution [illegible] much dispatch and [illegible], that before any [illegible] could be made, or aid [illegible] given, the [illegible] Van Tromp, [illegible] taken, [illegible].

The Dutch [illegible] to the Grand Duke of Tuscany [illegible] of the [illegible], who ordered the [illegible] Phœnix to depart; to [illegible] with [illegible] danger. Van Cox [illegible] the [illegible] of [illegible] Appleton [illegible] Phœnix, [illegible] the more [illegible] to [illegible] Phœnix [illegible]. It [illegible] Dutch fleet

[illegible]

A.D. 1652 appear before Leghorn, which would induce the Dutch fleet to purſue him, and give Appleton's ſquadron the opportunity of putting to ſea. This ſtratagem ſucceeded to their wiſhes, for immediately as Badily's ſquadron appeared, Van Galen ſent part of his fleet in chace of him, remaining with nine ſhips to obſerve the motions of Appleton, who, regardleſs of the ſuperior force of the enemy, got under ſail and ſtood out to ſea. Van Galen inſtantly followed him and began the attack. The Bonaventure unfortunately took fire, and in a ſhort time blew up. Two of the enemy's ſhips cloſed with Appleton, which he fought moſt gallantly for five hours, and had nearly beaten them off, when Van Galen ordered his ſhip down to their aſſiſtance; but Badily having ſent a fireſhip to grapple the Dutch admiral, he thought proper to haul off; another ſhip, more daring than his admiral, came to their ſupport, and renewed the battle with great fury, when the brave Appleton oppreſſed by numbers would have blown his ſhip up, had he not been prevented by his officers; he was therefore under the painful neceſſity of yielding. The Sampſon was gallantly defended, and after an obſtinate conflict againſt Van Tromp, was burnt by a fireſhip. The Levant Merchant, after beating off and driving on ſhore one of the enemy's ſhips, was at laſt taken, as was alſo the Pilgrim; the Mary eſcaped and joined Commodore Badily's ſquadron.

The French having committed ſome hoſtilities on the banks of Newfoundland, Blake was determined to retaliate, and falling in with a large French ſquadron, bound to the relief of Dunkirk, he took or deſtroyed the whole of them, by which means that important fortreſs fell into the hands of the Spaniards.

On the 28th of September, Blake being off the North Foreland, diſcovered the fleet of Holland, commanded by De Ruyter and De Witte. Blake formed his fleet into three diviſions, the firſt commanded by himſelf, the ſecond by Vice-Admiral Penn, and the third by Rear-Admiral Bourne; he then proceeded to bring them to action, which commenced about three in the afternoon. The Dutch ſoon gave way and took ſhelter behind the Sands; ſome of the largeſt of the Engliſh ſhips in the purſuit ran aground, which obliged the fleet to haul off. De Witte, obſerving the apparent confuſion of the Engliſh, came

from

[illegible] and [illegible] battle, which was [illegible] by R[illegible] A[illegible] P[illegible], [illegible] was [illegible] [illegible] at the [illegible]. [illegible] a Dutch [illegible] was [illegible]; [illegible] fort, [illegible] Captain [illegible] R[illegible]

[illegible] of [illegible] [illegible] and a very [illegible].

On the approach of winter, [illegible] the [illegible] and [illegible], [illegible] with [illegible] fifteen [illegible] war.

[illegible] was [illegible] to the command of [illegible], [illegible] under the [illegible] of [illegible] with [illegible] eleven ships of war. [illegible] December, became enough of the [illegible] [illegible] Dewa[illegible] Bich[illegible], and [illegible] of war, [illegible] the great [illegible] [illegible] was de[illegible] [illegible] two fleets [illegible] the [illegible] [illegible] the [illegible] [illegible] the [illegible] [illegible] taken, [illegible] who [illegible] Dewa[illegible], [illegible] Van [illegible]

A. D. 1652 at length, found it neceſſary to retire, and in the night ſailed up the river.

The Dutch exulted at this inconſiderable advantage. The vanity of Van Tromp was ſuch that he paraded in the channel for a day or two, with a broom at his main topmaſt head, intimating that he would ſweep the narrow ſeas of the Engliſh ſhips.

From the accounts of ſome Dutch writers there does not appear much reaſon to boaſt of this victory, as it was believed they had one ſhip blown up and two very much diſabled.

1653 The Parliament was by no means diſpirited by this unfortunate event, and haſtened to wipe off the diſgrace which their navy had ſuſtained. They named Blake, Deane, and Monk as commanders of their fleet; at the ſame time offered the greateſt encouragement to the ſeamen by a bounty, and encreaſing their wages from twenty to twenty-four ſhillings per month. This had ſo good an effect, that in ſix weeks a fleet was ready for ſea, conſiſting of ſixty men of war, which proceeded down the channel to wait the arrival of Van Tromp from the bay.

On the 15th of February Blake diſcovered the Dutch fleet ſtanding up channel near Cape La Hogue, conſiſting of ſeventy-ſix men of war, and three hundred ſail of merchantmen. The Engliſh admiral immediately bore down to give them battle, and at eight in the morning it commenced. Blake was nobly ſupported by his ſeconds, Lawſon in the Fairfax, and Mildmay in the Vanguard; but before the reſt of the fleet came up theſe ſhips were conſiderably damaged. The Triumph, on board of which were both Blake and Deane, was ſo much ſhattered as to have little ſhare in the two following actions. Captain Ball was killed and above one hundred ſeamen, with as many wounded; among theſe was the admiral, who received a ball in the thigh. The Fairfax had the ſame number killed and was miſerably torn. Captain Mildmay, of the Vanguard, who in a former action had taken a Dutch vice-admiral, was killed. The Proſperous, of forty-four guns, was boarded and taken by De Ruyter, who in his turn was boarded by an Engliſh man of war, and had nearly ſhared the ſame fate; in the interim the Merlin frigate retook the Proſperous.

In this day's action one Dutch man of war was blown up,

[illegible] were never sunk or taken. On board [illegible] 1665.
[illegible] ship, which [illegible] the chariots of the Lieutenant-general was [illegible] dismounted carriage, [illegible] and [illegible] barrels.

The night was spent in [illegible] preparations for renewing the fight. At daybreak the morning the enemy were seen about seven leagues from Weymouth. About three in the afternoon the [illegible] set up with them all the sail they could for the Isle of Wight. Van Tromp having collected his fleet, ranged it in the form of a crescent, surrounding the merchantmen. In this position he [illegible] a retreating fight towards the Texel coast. The English, after several bold and hazardous attempts, [illegible] the right line and completely [illegible] Van Tromp was [illegible] that [illegible] The [illegible] sailing they [illegible] men of war [illegible] Dutch men of war [illegible] merchantmen were taken. The action did not [illegible] with the day; the English continuing the pursuit, and frequent skirmishes happened during the night.

In the morning the Dutch had approached very near to Boulogne. The English [illegible] with them the action was renewed with great fierceness on both sides, and continued until four in the afternoon, when the Dutch fought their way through the Lanes between Calais, where the English [illegible] chose to follow them at the [illegible] of their sailing ships. In this day's portion of the Dutch men of war were taken by the captains Lawson, Marne, and [illegible] and the merchant ships were picked up by Rear-Admiral Penn.

[illegible] the Dutch returned in their [illegible] men of war, thirty four ships, one thousand five hundred prisoners, and [illegible].

[illegible] Sampson, which Captain [illegible] commanded [illegible] The [illegible] was [illegible].

[illegible]

A. D. 1653 ligence that the Dutch had equipped and ſent to ſea a fleet, conſiſting of ninety-eight men of war and ſix fireſhips, under the command of Van Tromp, De Ruyter, De Witte, and Evertzen. The Parliament inſtantly ordered the Engliſh fleet, conſiſting of ninety-five ſail of men of war and five fireſhips, commanded by the Admirals Monk and Deane, Vice-Admiral Penn, and Rear-Admiral Lawſon, to go in queſt of them.

On the 2d of June the hoſtile fleets came in ſight of each other, both appeared eager to decide the diſpute by coming to a general engagement. About eleven in the morning it began with the greateſt fury. One of the firſt broadſides killed the brave Admiral Deane, whoſe body was almoſt cut in two by a chain-ſhot. Monk, who was on board the ſame ſhip, with great preſence of mind covered his body with his cloak, leſt the appearance of it ſhould depreſs the ſpirits of the crew. Rear-Admiral Lawſon with the blue ſquadron forced through the enemy's line, and laid his ſhip alongſide of De Ruyter, who would have been captured, but for the timely aſſiſtance he received from ſome other Dutch ſhips, which ſo furiouſly attacked Lawſon, that he was compelled to ſheer off, but not before he had ſunk a forty gun ſhip. The action continued with unabating fury until three in the afternoon, when the Dutch fleet was thrown into great confuſion and gave way, keeping up a running fight until nine, at which time one of their largeſt ſhips blew up. This diſaſter greatly encreaſed the conſternation they were before in; and although Van Tromp uſed every poſſible means to compel his ſhips to preſerve the line, ſtill it was to no purpoſe, and they continued retreating towards the coaſt of Flanders.

The next morning, between the hours of eight and twelve, the Engliſh fleet came up again with the enemy off Newport, the battle was renewed with more violence than on the preceding day, and continued with the greateſt obſtinacy for four hours. Vice-Admiral Penn twice boarded Van Tromp's ſhip, and would have carried her, but that De Ruyter and De Witte very opportunely bore down to his aſſiſtance.

The Dutch finding themſelves ſo cloſely preſſed gave way, and were entirely routed, ſeeking ſhelter among the Flats

[illegible] from whence [illegible] [illegible].

In this action the Dutch had [illegible] [illegible] two were blown up, and [illegible] [illegible] the loss of [illegible] [illegible]. Six captains, and upwards of [illegible] [illegible] were taken prisoners. On the side of the [illegible] they [illegible] [illegible] [illegible], [illegible] [illegible].

After this signal victory, Van Tromp [illegible] Holland [illegible] [illegible] [illegible] the Dutch [illegible] [illegible] [illegible] of the [illegible] [illegible] [illegible] [illegible] [illegible].

[illegible] [illegible] and manned with not less than twenty-five [illegible] [illegible].

The Dutch determined to exert themselves to the utmost, in order to [illegible] the disgrace of their late defeat, equipped a fleet of one hundred and twenty [illegible] ships of war, with which Van Tromp put to sea, determined to fight the English, and [illegible] rather than [illegible]. The [illegible] fleet was at [illegible] the Meuse, and [illegible] [illegible] the Dutch.

[illegible]

[illegible] Van Tromp [illegible] [illegible]

[illegible] [illegible] the Dutch [illegible]

[illegible]

A.D. 1653 delivering his orders, was ſhot through the body, and inſtantly expired. When the death of their admiral became known, it ſo much checked the ardour of the crews, that the fleet was thrown into the greateſt confuſion and diſorder, and inſtantly fled. At night the remains of their ſhattered fleet reached the Texel.

At the commencement of this action the Dutch had five flags flying, and retreated with only one. It is ſaid that Monk had iſſued orders to all his captains, neither to give nor take quarter, ſo that no ſhips were taken, but twenty-ſeven ſunk. Five captains were made priſoners, and five thouſand men ſlain or drowned.

The orders forbidding quarter, were not rigidly obeyed, as twelve hundred Dutchmen were taken out of the ſea, whilſt their ſhips were ſinking.

The Engliſh, although victorious, ſuffered conſiderably, two ſhips were loſt, ſix captains, and above five hundred ſeamen killed, eight captains, and ſeven thouſand ſeamen wounded. The fleet in general was ſo dreadfully diſabled, that it was with difficulty many of the ſhips were kept afloat, until they reached England. Upon its arrival the parliament voted that gold chains ſhould be preſented to the admirals Monk and Blake, vice-admiral Penn, and rear-admiral Lawſon, and medals to all the captains.

On the 25th of Auguſt following was a day appointed for a ſolemn thankſgiving. At a public feaſt in London, Cromwell put the gold chain round Monk's neck, and required him to wear it during the entertainment. The above engagement was the laſt and moſt bloody fought in the Dutch war, and in the end, compelled the Dutch to ſue for peace*.

The Danes made an attempt this year to diſcover a north-eaſt paſſage to India, by paſſing through Waygates Straits; the obſtacles they met with from the ice, prevented their progreſs, and they were obliged to return as unſuccesſful as former adventurers.

1654 On the 4th of April a peace was concluded and ſigned between England and Holland; whereby in one of the articles, they conſent to acknowledge the ſovereignty of the ſea to the Engliſh.

* The Dutch are ſuppoſed to have loſt in the years 1652 and 1653 above ſeven hundred ſail of merchant veſſels.

"That the flag of the Dutch, as well ships of war as merchant men, may give to the flag of the English commonwealth in the Brittish seas, shall first lower their flags, and lower their topsails, in the same manner as it ever been at any time heretofore practised under any form of government." A.D. 1654

[illegible]

In the meantime, [illegible] Vice-Admiral Penn, [illegible] Rear-Admiral [illegible] Commander [illegible] Spanish [illegible] Hispaniola, [illegible] Jamaica.

[illegible] Vice-Admiral Penn, which had taken [illegible] Barbadoes, [illegible] Jamaica. [illegible] Hispaniola, where the [illegible] Lower.

[illegible]

A.D. 1655 ranean; after having compelled the Grand Duke of Tuſcany to make reparation for his former conduct to the Engliſh, he ſailed from Leghorn, and on the 10th of March arrived at Algiers, where anchoring his fleet without the Mole, he ſent an officer to the Dey, to inſiſt upon the ſhips and ſubjects of England, which had been taken, being reſtored. This demand the Dey inſtantly complied with. Blake then ſailed to Tunis, where he was not ſo cordially received. The Bey replied to his demand, "Here are our "caſtles of Calleta and Porto Ferino, you may do your "worſt." The Tuniſian ſoon paid dearly for his haughty anſwer. Blake immediately entered the bay of Porto Ferino, and brought his ſquadron up within muſquet ſhot of the fort, which he ſoon reduced to a defenceleſs ſtate. The admiral then gave directions for the boats of the fleet to be manned and armed, and boldly entering the harbour, they boarded and burnt nine of the pirate's capital ſhips. On this ſervice the Engliſh had twenty-five men killed and forty wounded. Admiral Blake's next expedition was to Tripoli; with this ſtate he concluded an honorable peace, and ſailed again to Tunis. Fearing leſt he ſhould do more execution, the inhabitants implored his mercy, and entreated him to grant them a peace. Theſe glorious actions made the name of Blake as great a terror in Aſia and Africa, as it had been formidable in Europe*.

Before we leave this intrepid and heroic Engliſhman, it is but juſtice to his memory to relate an anecdote of him, ſo deſerving of record, viz. While he was lying at Malaga with the Engliſh fleet, ſome of his ſailors being on ſhore, ridiculed the hoſt, which they met in the ſtreet, the prieſt highly reſented this inſult to their religion, and irritated the people to revenge themſelves by beating the ſailors very ſeverely. When they returned on board they complained to the admiral, who ſent a trumpet to the governor demanding the prieſt to be ſent on board to him. The governor returned for anſwer, "that he had no power over "the church, and could not ſend him." Blake ſent a ſecond meſſage to ſay, that he would not enter into the queſtion, who had power to ſend him, but that if he was not

* A Dutch [illegible] with a ſquadron at Cadiz at the ſame time with Blake [illegible] and returned to [illegible] to [illegible]

ſent

[illegible] within three miles, [illegible] the town. The [illegible] to ſend the [illegible] to the [illegible] of the [illegible] captain told him, "that [illegible] he "would [illegible] would not "[illegible] "a place, where it [illegible]; but [illegible] "on a number of Spaniards to beat them; [illegible] "him and the whole world know, that none but an Eng-"liſhman ſhould chaſtiſe an Engliſhman." A.D. 1655

At the end of the year [illegible], in conſequence of the remonſtrances of [illegible] to [illegible] to their [illegible] and [illegible] ſhips of war [illegible]. The firſt rates carried ſeventy-[illegible]; ſecond rates ſix-ty [illegible].

[illegible] England, the Admirals Blake and Montague were ſent to cruize before Cadiz, with [illegible], to intercept the expected fleet. [illegible] without ſucceſs for a [illegible] the neceſſity of quitting their [illegible] of Portugal to refit and [illegible]. [illegible] was left to cruize [illegible] in a few days he diſ-[illegible] them; but the wea-[illegible] four of his ſhips get-[illegible] Speaker, Bridgewa-ter, [illegible] with ſuch obſtinacy [illegible] were run on ſhore, [illegible]. One of the [illegible] water and [illegible] ſaved, and [illegible] had [illegible]. 1656

[illegible] until the [illegible] weather [illegible] 1657

A.D. 1657 bay was alſo defended by ſeven forts, and a ſtrong caſtle. So ſecure did the Spaniſh governor think himſelf, that he ſaid to a Dutchman, who expreſſed a wiſh to ſail; "Get "you gone, if you will, and let Blake come if he dares." The Spaniard had ſoon reaſon to repent of his bravado. The admiral, after ſurveying the ſituation of the enemy, and ſeeing the impracticability of bringing them off, called a council of war, wherein it was reſolved to attempt deſtroying the ſhips. Commodore Stayner, who had been before ſo ſucceſsful, was entruſted with this bold and deſperate enterprize, with a ſmall ſquadron he forced his paſſage into the bay, whilſt the other frigates kept up a conſtant cannonade againſt the forts, and the wind blowing freſh into the bay, he was ſoon ſupported by Blake and the whole fleet. The Spaniards made a brave reſiſtance for four hours, when they abandoned their ſhips, which were burnt by the conquerors. Fortunately, the wind, at this time changing, gave the fleet an opportunity of ſailing out of the bay, unmoleſted by the forts. The loſs the Engliſh ſuſtained in this hazardous enterprize was, forty killed, and one hundred and twenty wounded.

When the news of this glorious ſucceſs reached England, the parliament ordered a ring valued at five hundred guineas, to be preſented to Blake. Captain Stayner was knighted by Cromwell, one hundred pounds given to the captain who brought the news, and thanks to the officers and ſeamen.

The fleet, from the length of time it had been out, became very foul, and moſt of the ſhips much out of repair, Admiral Blake therefore reſolved to return to England, his health alſo began to be much impaired, and the diſorder increaſed with ſuch rapidity, that although he ſhewed great eagerneſs for the appearance of land, wiſhing to breathe his laſt in his native country, he was deprived of this ſatisfaction, and died on the 17th of Auguſt, on board the St. George, juſt as ſhe was entering Plymouth Sound.

The Earl of Clarendon ſays of this great man, "That "he was the firſt man who brought ſhips to contemn caſ- "tles on ſhore, which had ever been thought very formi- "midable, and were diſcovered by him to make a noiſe "only, and to frighten thoſe who could rarely be hurt by "them. He was the firſt who infuſed that proportion of "courage into the ſeamen, by making them ſee by expe-

"rience

"[illegible] 1657
"[illegible] as well as upon
"[illegible] very well imitated
"[illegible] example of
"[illegible] achieve-
"[illegible]."

D[illegible] 1658
Fran[illegible] and
[illegible] it was
[illegible] into the hands of the
English.

CHARLES II.

On the 25th May, King Charles II. with the Duke of 1660
York, [illegible] in Kent,
[illegible]

[illegible]

[illegible] 1660
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

A.D. 1662 A judge advocate was firſt appointed to the fleet, and a ſalary affixed to the office*.

The town and port of Dunkirk were given up to Louis XIV. for five millions of livres.

Sir John Lawſon was again ſent with the fleet into the Mediterranean, to compel Algiers, Tunis, and Tripoli, to ſign a treaty of peace.

1663 An eſtabliſhed number of ſeamen was now fixed to each ſhip of war, according to her rate; and it appears by a letter from his royal highneſs the Duke of York, Lord High Admiral, bearing date the 22d of Auguſt, addreſſed to the navy board, that ſervants were at this time firſt allowed to the captains and officers in the royal navy.

1664 An allowance of table money was firſt eſtabliſhed to flag officers.

A ſurgeon general to the fleet firſt appointed by warrant from the lord high admiral†.

Sir Robert Holmes ſailed with a ſquadron to the Coaſt of Guinea, where he took Goree, Cape de Verd, and ſeveral other places which were poſſeſſed by the Dutch. At the mouth of the river Gambia he erected a fort to which he gave the name of James. The admiral ſailed from thence to the coaſt of North America, where he took New Netherland, and changed its name to New York.

Several of the ſettlements on the coaſt of Guinea, were ſoon after retaken by De Ruyter.

1665 Hoſtilities having commenced between England and Holland, war was formally declared by the two powers.

Vice Admiral Sir Thomas Allen being on a cruize off Cadiz with nine ſail of the line, and ſeveral frigates, fell in with a Dutch convoy from Smyrna, eſcorted by Commodore Brackel, who was killed in making a gallant effort to protect his charge with only four men of war. Some of the richeſt of the merchant ſhips were taken, the remainder eſcaped into the bay of Cadiz, where they were blocked up by the Engliſh. The Dutch fleet from Bourdeaux was ſtill more unfortunate, near one hundred and thirty ſail were taken.

The Duke of York cruized with a powerful fleet on the coaſt of Holland, until a violent ſtorm compelled him to quit his ſtation, and return to England. The Dutch Ad-

* John Fowler, Eſq.

† Memoirs relating to the Conduct of the Navy

miral

[illegible] put to sea, [illegible] the trade [illegible] navigation.

[illegible] Dutch, on the 1st of June sailed from [illegible] the enemy; his fleet consisted of [illegible] men of war, and twenty-eight fire-ships, [illegible] twenty-two [illegible] and [illegible]. The [illegible] was [illegible] squadrons, the first [illegible] commanded by the Duke of York, with the [illegible] and Lawson; the second or white, by Prince Rupert, Myngs, and Spanhem; the third or blue, by the Earl of Sandwich, Curtis, and Sir George Ayscue*.

On the same day the enemy were discovered off Harwich, formed into seven squadrons, viz.

	Men of War.	Fire-ships.
1st. Opdam's	14	2
2d. Evertz	14	1
3d. Cortenair	14	1
4th. Stampaert	14	1
5th. Van Tromp	16	2
6th. Cor. Evertz	14	1
7th. Scheum	16	2
Total	102	12 with seven yachts.

The wind being favourable for the Dutch, they entered into the Lowth to the mouth of the Maese, from whence Opdam affronted us relative to the States for not fighting the Lowth, with which they were by no means satisfied, and [illegible] to put to sea immediately, [illegible] war which [illegible] "I am [illegible] but [illegible] and [illegible] gave directions [illegible] but [illegible] Lowth [illegible] with [illegible] and [illegible]

A.D. 1665 ter of the Dutch fleet, and threw them into ſuch diſorder and confuſion as brought on a general flight. The Duke of York, in the Royal Charles of eighty guns*, and Admiral Opdam, in a ſhip of the ſame force, were cloſely engaged for ſome hours. The Earl of Falmouth, Lord Muſkerry, and Mr. Boyle, ſecond ſon of the Earl of Burlington, were killed ſtanding by the duke, who received a wound in the head by a ſplinter from Mr. Boyle's head. In the midſt of this deſperate battle the Dutch admiral blew up; only five of the crew eſcaped out of five hundred. Soon after this fatal accident four of their beſt ſhips, from ſixty to forty guns, ran foul of each other and were deſtroyed by a fireſhip; three ſtill larger ſhared the ſame fate. The Orange, a ſhip of 74 guns, was alſo burnt, and her crew periſhed. At four in the afternoon the Admirals Stellingwurt and Cortinair were killed, and their ſhips bore out of the line without ſtriking their flags, which drew many after them, and at length threw the whole into confuſion. Van Tromp ſtill continued to fight bravely, with not more than thirty ſhips until eight at night, when he was obliged to give way and leave the Engliſh maſters of the ſea. This was the moſt ſignal victory ever gained by the Engliſh, and the ſevereſt defeat the Dutch ever experienced. They had eighteen ſhips taken and fourteen ſunk, beſides ſuch as were burnt. Four thouſand men were killed, and two thouſand made priſoners, ſixteen of whom were captains. On the ſide of the Engliſh the Charity, of 40 guns, was the only ſhip loſt. The killed amounted to two hundred and fifty, among whom were the Vice-Admirals Sampſon and Sir John Lawſon, the captains the Earl of Marlborough and Portland. The wounded did not exceed three hundred and fifty.

It was the opinion, that had the Engliſh purſued the enemy with vigour, the whole Dutch navy would have been taken or deſtroyed. On the fleets return into port, medals were ſtruck in honour of the Duke of York and the victory.

Soon after the above action intelligence was received that De Ruyter was expected in the channel with two rich convoys. Every exertion was uſed to refit the fleet, and

* [illegible] three lieutenants, four [illegible] maſter of a third rate, and [illegible]

on

on the 5th of July the Earl of Sandwich sailed with above sixty men of war to cruize on the coast of Holland to intercept them. De Ruyter, aware of the intentions of the English, sailed round the north of Scotland, and took shelter with his convoys at Bergen in Norway. Some of the East-India ships which had separated were taken by the English cruizers. A.D. 1665

The Dutch took the island of St. Helena, but it was soon after retaken.

This year the command of the fleet was given to Prince Rupert and the Duke of Albemarle; the former had orders to sail in quest of a French fleet, which consisted of thirty-six ships, under the command of the Duke of Beaufort, and were designed to enter the channel, for the purpose of joining the Dutch fleet, commanded by De Ruyter, who was off Dunkirk with seventy-one sail of the line, twelve frigates, thirteen fireships, and eight yachts. 1666

On the 1st of June the Duke of Albemarle, who had put to sea with sixty sail, fell in with De Ruyter, and instantly bore down upon him with the utmost bravery. The action soon began, and continued with great violence until night parted the combatants. The ships, in which were De Ruyter and Van Tromp, were so much shattered, that they were obliged to shift their flags, and [illegible] been taken. One ship was blown up, and Admiral Evertzen killed. On the side of the English, Sir William Berkeley, who [illegible] led the van in the Swiftsure, a second rate, [illegible] was killed, and his ship compelled to strike. The Essex, a third rate, was also taken. The [illegible] of Sir John Harman, who commanded the Henry, [illegible]

[illegible]

A. D. 1666 Scarcely was this effected before another firefhip boarded her on the larboard fide; the fails and rigging taking fire, deftruction feemed inevitable, and feveral of the crew threw themfelves into the fea; upon which Sir John Harman drew his fword and threatened to kill any who fhould attempt to quit the fhip. The exertions, at length, of the remaining crew extinguifhed the flames. Sir John Harman, although his leg was broken, continued on deck giving directions, and funk another firefhip which was bearing down upon him. In this crippled ftate he got into Harwich, and repaired the damages his fhip had fuftained in fufficient time to be at fea and fhare in the following actions.

On the 2d, in the morning*, the battle was renewed with encreafed fury. Van Tromp rafhly pufhing in amidft the Englifh fhips had a narrow efcape. De Ruyter, who came down to his affiftance was in equal danger; thefe Admirals being reinforced by fixteen Dutch fhips gave an inftant turn to the battle; and the Duke of Albermarle became fo hard preffed, that he found it neceffary to retreat towards the Englifh coaft. The Dutch continued to purfue him until night, when a calm put an end to the conflict. In the morning the Duke of Albermarle finding that he had only with him twenty-eight fhips fit for fervice, and the Dutch ftill in purfuit with a much fuperior force, ordered three of the fhips moft difabled to be burnt, and directed thofe which had not fuffered fo much to go ahead to look out, preferving the line himfelf with the reft to receive the purfuers.

In the afternoon, when the Dutch fleet was almoft within gun-fhot, a fleet was difcovered to the fouthward, which the duke foon perceived to be the fquadron under Prince Rupert crouding fail to join him.

The Englifh admiral inftantly hauled to the wind, the

* Previous to the action a council of war was held, wherein the Duke of Albermarle gave the opinion: "That if we had decoyed "the numbers of our enemies, we fhould have fled yefterday; for "though we are inferior to them in fhips, we are in all things elfe "fuperior. Love gives them courage. Let us, if we need it, borrow "reinforcement from the thoughts of what we have formerly performed. "Let the enemy feel, that though our fleet be divided, our fpirit is "entire. At the worft it was more honourable to die bravely here "on our own coaft, than to be made fpectacles to the Dutch. To "be [illegible] to fly is the fafhion of "cowards. Let [illegible], that Englifhmen would rather "be acquainted [illegible] with fear."

more

more readily to effect the junction. Sir George Ayscue, in the Royal Prince, of [illegible] hundred guns, ſtanding too near the ſhoals, ran upon the Gilt-ſpur, where ſhe was ſurrounded by the Dutch in the ſmart action". A.D. 1665

On the 4th, about eight in the morning, the Engliſh ſquadron having joined, purſued and came up with the Dutch fleet. The attack was renewed, and ſupported with greater violence and reſolution than before. The action continued until ſeven in the evening, when a thick fog put an end to this dreadful and bloody conteſt, each retiring to its own coaſt claiming the honour of the victory.

The loſs ſuſtained by the Engliſh in this long and well-fought battle is computed at ſixteen men of war, ten of which were ſunk, and ſix taken. Between five and ſix thouſand men were killed and wounded. The Engliſh writers impute to the Dutch a loſs of ſeven men of war, twenty-one captains, and five thouſand men; their own authors confeſs nine ſhips to have been loſt, and a prodigious ſlaughter.

The commander, De Ruyter, ſaid after this battle, "If "the Engliſh are maſters, their defeat did them more "honour than all their former victories, their own fleet "could never have been in ſuch a condition, the firſt day's "fight, and he believed none but theirs could; and all "the Dutch had to boaſt was, that their men might "be ſaid to have killed ſhips burnt, but the Engliſh cou- "ld never have done it."

[illegible]

[illegible]

A.D. 1666 Rear-Admiral Sir Robert Holmes. The white by Sir Thomas Allen, Vice-Admiral Sir Thomas Tiddiman, and Rear-Admiral Herbert. The blue by Jeremiah Smith, Vice-Admiral Sir Edward Spragge, and Rear-Admiral Kempthorne.

On the 25th of July the hostile fleets came in sight of each other off the North Foreland, and being equally anxious for battle, a most obstinate and bloody one soon began. Sir Thomas Allen with the white squadron attacked the enemy's van with such fury, that he entirely routed it, killing Evertzen and his vice and rear admirals. Van Tromp engaged with great spirit and bravery the blue squadron, and narrowly escaped being taken, having separated from the rest of his fleet. De Ruyter was opposed to the center, and maintained the conflict with intrepid firmness, until night put an end to the battle.

The next morning the Dutch fleet was observed retreating in the utmost disorder. The red squadron pursued them with the greatest vigour. De Ruyter, whose pride was hurt at retreating before the English exclaimed, "My "God! what a wretch am I! Among so many thousand "bullets is there not one to put an end to my miserable "life." His son-in-law, De Witte, would have had him bring to, and render his life a dear purchase to the victors; but De Ruyter judged it of more consequence to save his country by the preservation of its fleet, which, by great skill and management, reached the shallows on the Dutch coast; where the Duke of Albemarle and Prince Rupert did not think it safe to pursue them.

The Dutch admirals, De Ruyter and Van Tromp, accused each other of being the cause of this defeat. The loss they sustained is said to have been twenty ships, four admirals, several captains, and between six and seven thousand men.

The loss on the side of the English was very inconsiderable. The Resolution was the only ship lost, and about three hundred men killed.

On the 29th of July the Duke of Albemarle and Prince Rupert proceeded with the fleet to the islands of Ulie and Schelling, where the Dutch had collected a large and rich convoy, and the magazines on shore filled with stores and merchandize. Contrary winds prevented the English fleet arriving off these islands before the 7th of August, when it

was

was determined in a council of flag officers, instantly to attack the Dutch fleet, and to burn the magazines. Sir Robert Holmes, rear-admiral of the red, was chosen as the officer to command this enterprize. On the 8th he stood in and anchored with his small squadron within gun shot of the Dutch ships, whose force was found to consist of only two ships of war; the number of merchantmen was one hundred and seventy, several of those were armed for war. The rear admiral instantly proceeded to the attack. One of the ships of war was boarded and burnt by a fireship, the other cut her cables, drove on shore, and was destroyed by the boats of the fleet, three of the largest merchant ships bearing flags at their maft heads, shared the same fate. The whole fleet was now thrown into the greatest disorder and confusion, amidst which Sir Robert Holmes entered the harbour with the boats of the fleet, and completed the destruction, only one out of the whole escaping. The admiral then landed, and fired the magazines. The loss the Dutch sustained by this fecrete blow is computed by some at one million one hundred thousand pounds, others say, at one million two hundred thousand pounds*.

A. D. 1665

The capture was at this time so inconsiderable, that Clarendon says, "Whilst the Dutch and Dutch covered the ocean with near three hundred large ships of war, "Louis XIV. had not then above fifteen or sixteen of the "lowest rates."

In addition to the complement of men borne on board a ship of war, the flag officers, captains, were allowed to have admiral twenty, and rear-admiral ten.

[illegible] the full number of captains being [illegible] captains in the navy who were wounded in [illegible]

On the 10th of June, the Dutch admirals, De Ruyter and Van Ghent, with twenty-four sail, and several fireships, arrived off the Medway. Without [illegible], they landed [illegible] and took the fort. The alarm was no [illegible] than the Duke of Albemarle, to prevent the enemy in the river Medway, sunk ten old ships to block up the entrance, [illegible] and placed

1667

A.D. 1667 three large ſhips as batteries behind it. The wind blowing ſtrong from the eaſtward, induced De Ruyter to make a bold attempt to force the chain and deſtroy the ſhips at Chatham. On the morning of the 12th, De Ruyter got under ſail, and ran with ſuch violence againſt the chain that it gave way; the ſhips placed to defend it, after a moſt gallant reſiſtance, were boarded by fireſhips and conſumed. The next day the Dutch advanced with ſix men of war and five fireſhips, as high up the river as Upnor Caſtle, which opened ſo briſk a fire upon them, that they were compelled to retreat, but not before they had burnt the Royal Oak and three other men of war. The brave commander of the firſt diſdaining to quit his ſhip without orders, reſolutely continued on board and periſhed. The hull of the Royal Charles was either carried off or deſtroyed. The Dutch loſt in this daring enterprize two men of war, eight fireſhips, and one hundred and fifty men.

From the river De Ruyter ſailed to Portſmouth, Plymouth, and Torbay; but not meeting with ſucceſs, he returned again to the mouth of the Thames, where he was joined by a ſquadron, under the command of Admiral Van Neſs. Thus reinforced, he ſailed up the river as far as the Hope, and attempted to deſtroy a ſmall ſquadron which was lying there under Sir Thomas Spragge; but this officer had arranged his ſhips ſo judiciouſly, that, after repeated and unſucceſsful attacks, De Ruyter was obliged to retire, and ſtood to ſea.

The Engliſh took the iſlands of St. Euſtatia, Saba, St. Martins, and Tobago; the laſt was afterwards retaken by the Dutch Admiral Evertz, who alſo very much annoyed the Engliſh trade on the coaſt of America.

Sir John Harman cruizing with twelve ſail of men of war off the iſland of St. Chriſtophers, fell in with the French and Dutch ſquadrons, conſiſting of twenty ſtout ſhips, an obſtinate engagement began and continued with great bravery for three hours; when the enemy, notwithſtanding their ſuperiority, made ſail and puſhed for St. Chriſtophers. Sir John Harman purſued and came up with them. The whole fleet excepting two were either taken or deſtroyed.

A cuſtom was introduced and ordered to be obſerved in the royal navy, as a puniſhment for thoſe men who ſhould abſent themſelves from their ſhips whilſt fitting. It directed that two ſhillings and ſixpence ſhould be deducted from their

[illegible] for each day's absence, which money was to be paid to those who remained at their duty.

A treaty of peace was ratified between England, France, and Holland.

Sir Thomas Allen was sent with a squadron into the Mediterranean to chastise the Algerines, who had seized some English merchant vessels. He, with the assistance of a Dutch squadron, destroyed the greater part of their naval force.

The Cinque Ports being no longer of any great importance [illegible] their ancient privileges, [illegible] regulations more suitable [illegible]

[illegible] Dover, in Glamorganshire, [illegible] "[illegible] to be [illegible] pounds in gold.

[illegible] Kennemers, in the Meuse River, a small [illegible] to Lancaster [illegible] absolutely [illegible] Admiral [illegible]

[illegible] Nassau's fleet [illegible] Harwich [illegible] on a voyage [illegible] to Guadeloupe. He returned [illegible] without any [illegible] occurred.

The squadron, under the command of Admiral Allen, [illegible] Mediterranean [illegible] Algerines, Sir Edward [illegible] was sent out with a [illegible] Upon the [illegible] of the fleets, the Dutch Admiral [illegible] Algiers, that [illegible] satisfactory answer to [illegible]

A.D. 1670 mands, he proceeded to Bugia, a port where a number of their cruizers were lying within an haven ſecured by a boom acroſs its entrance. The Engliſh reſolutely forced it, drove their ſhips on ſhore, and burnt ſeven of them, from thirty-four to twenty guns. This misfortune created ſuch diſcontents among the Algerines, that they murdered the Dey, and elected one who ſued for peace.

On the 17th of September Captain John Pierce, commander of the Sapphire, and Lieutenant Andrew Logan, were condemned to be ſhot by the ſentence of a court-martial for cowardice, having run from four ſail, which they ſuppoſed to be Turkiſh men of war, and alſo for running the ſhip on ſhore, by which ſhe was loſt, contrary to the opinion of the maſter and crew, who offered to defend her. The ſentence was executed on board the Dragon at Deptford.

The firſt charter granted to a company of merchants trading to Hudſon's Bay.

1671 The Engliſh, not forgetting the inſult which had been offered to them by the Dutch ſailing up the Medway, longed for ſome favourable opportunity to reſent it. A ſquadron* was fitted out and ordered to cruize in the channel, under Sir Robert Holmes, to intercept the Dutch Smyrna fleet. On the 13th of March it was diſcovered by the advanced frigates. The Engliſh Admiral inſtantly

* Engliſh Squadron under Sir Robert Holmes.

Ships.		*Guns*		*Commanders.*
St. Michael	-	70	---	Admiral Sir Robert Holmes
Reſolution	-	70	---	Vice-Admiral Earl of Oſſory
Cambridge	-	70	---	Rear-Admiral Sir Francis Holles
Fairfax	-	50	---	Captain Legge
York -	-	50	---	—— Elliot
*Gloucester	-	40	---	—— Holmes
*Diamond	-	20	---	—— Fowlis
*Succeſs	-	20	---	—— Watſon

* *Joined during the action.*

Dutch Squadron.

Ships.		*Guns.*		*Commanders.*
Uliſſing	-	50	---	Adrian de Haes
Entrecht	-	48	---	Cornelius Everſen
Deft -	-	46	---	Thomas de Boer
Hollandia	-	44	---	Thomas [illegible]
Delft -	-	38	---	—— Prouc
Lion -	-	24	---	—— [illegible]
Centaur	-	30	---	Thomas Anderſon
Friezland	-	30	---	John Anderſon

Total of merchant veſſels numbering from 12 to 30 guns.

gave

gave chase, and on his approach within gun-shot, fired at the Dutch ships of war to make them pay the usual compliment to the flag. 1664

The Dutch Admiral positively refused to comply, and returned the fire from the English ships, which brought on an obstinate action, and continued in a running fight for three days; at the expiration of which one of the Dutch men of war (the Hollandia) was taken and afterwards confiscated, five of the inferior of the merchant ships were also taken. The remainder escaped and got safe into different ports in Holland.

The States general were so much enraged at this act of hostility, that they declared war against England on the 17th of March.

For the more speedily equipping the fleet in the Medway, we find an order from the lord high admiral, dated the 28th of March, wherein the first captain to the admiral and commander in chief is directed to take rank as a flag officer.

As an encouragement for seamen to enter into his majesty's navy, a proclamation was issued, offering a bounty, to all such as shall enter on board of first and second rates six weeks pay, and on board of third rates one month's pay.

On the 19th of March the Royal Charles, of 1[illegible] guns, was launched at Portsmouth.

France joined England in the war against the Dutch, and sent over a fleet of thirty-six sail of men of war to join that of England at Portsmouth, under the command of the Duke of York. The combined fleets proceeded to the Downs in quite fashions; the Duke of York commanded the red, the Earl of Sandwich the blue, and the Count D'Estrees was admiral of France, the red bearing a white flag. From hence they sailed to Solebay. Early in the morning on the 28th of May, they were unexpectedly surprised by the sudden appearance of the Dutch fleet. Had De Ruyter, instead of calling a council of war, made an immediate attack, in all probability he would have destroyed the combined fleets, which were lying in great dis-

[illegible]

[illegible]

A. D. 1672 order. Many of the ſhips were obliged to cut their cables with the utmoſt precipitation to get into the line. At eight in the morning De Ruyter began the attack moſt furiouſly on the center ſquadron. The ſhip commanded by the Duke of York was ſo much diſabled, that he was obliged to ſhift his flag to another. The Earl of Sandwich, in the Royal James, of 100 guns, with intrepid gallantry attacked Admiral Van Ghent's diviſion; but being very ill ſupported by many of the ſhips in his ſquadron, he was left almoſt ſurrounded by the enemy. Juſt at this time the Dutch Admiral was killed, and his ſhip being much diſabled ſheered off. Another Dutch man of war obſerving the ſhattered ſtate of the Royal James, attempted to board her with three fireſhips, which ſhe ſunk; at length a fourth fireſhip boarded her on the quarter with more ſucceſs, and the ſhip was ſoon in flames. Captain Haddock, who was the earl's captain, was almoſt the only ſurviving officer; he frequently entreated the earl to quit the ſhip, who perſiſted in remaining on board, until he was ſurrounded by the flames, when he plunged into the ſea and periſhed. By this time the Duke of York's ſquadron (deſerted by the French) had ſuffered conſiderably, from the cloſe and powerful attacks of De Ruyter and Benhert; but Sir Joſeph Jordan, who had ſucceeded to the blue ſquadron, having totally routed that of Van Ghent, came down to the aſſiſtance of the duke. The battle became now more equal, and continued with great bravery on both ſides till night, when the ſcattered ſhips of Van Ghent's diviſion having rallied, came boldly down to the ſupport of their admirals and ſaved them from deſtruction. The wretched and diſabled ſtate of the Dutch ſhips obliged them to retreat. The Engliſh, who had no leſs ſuffered, were not in a condition to purſue them; and each retired to their own coaſts.

The Dutch in this action had one ſhip ſunk, another burnt, and a third taken. The loſs in men muſt have been very conſiderable, as the publication of it was forbidden by the ſtates.

The loſs ſuſtained by the Engliſh was the Royal James and four ſmaller ſhips. Many officers of diſtinction were killed, viz. the Earl of Sandwich, Sir Fletcheville Holles, rear-admiral in the Cambridge, Captain Digby of the Henry, Captain Pierey of the St. George, Captain Watterworth

squadron of the Ann, Sir John Lake of the Prince, and Captain Hannam of the Triumph, about 2000 men were killed and wounded. A.D. 1672

The British, notwithstanding the little force they had in the action, lost two fine men of war. Rear-Admiral de la Rabouche was killed with many men.

In [illegible] July the Duke of York sailed over to the coast of Holland with the English and French fleets, for the purpose of making a descent on the isle of Texel; but being overtaken by a strong gale of wind, the fleets were dispersed and returned to England.

Sir Edward Spragge destroyed the Dutch fishery; and Sir Thomas Budges took the island of Tobago.

The Dutch took the island of St. Helena, which was soon after retaken by Captain Munden, who had been [illegible] to convoy the East-India ships to England. The [illegible] the Dutch colonies to be continued [illegible] this exception had so good an effect, that [illegible] Dutch ships entered the road and were taken.

The Dutch attempted to take the island of Bombay, but were [illegible] with great loss.

[illegible] on the coast of Coromandel, ten [illegible] ships, under their men of war, fell in with thirteen Dutch ships, which after a long and bloody contest, [illegible] the French ships were taken. The Dutch admiral [illegible] and four capitaines much disabled, they [illegible] off.

[illegible] was issued to all commanders of his majesty's [illegible] 1673
[illegible] not to require, from [illegible] majesty the striking [illegible] were they to give [illegible].

[illegible] in a council of [illegible] and Duke of York), [illegible] not be provoked to quit their [illegible] In consequence [illegible] English and French fleets, consisting [illegible] of war and a number of fireships, put [illegible] under the command of Prince Rupert, Sir Thomas [illegible] and Sir Cloudesley Shovel. On the combined [illegible] coast of Holland, De Ruyter was dis-

[illegible]

covered

A. D. 1673 covered lying with a Dutch fleet of ſeventy men of war in apparent ſecurity, and formed in good order behind the ſands of Schonevelt:

Their ſecure poſition by no means changed the ſentiments of Prince Rupert, who was determined to attack them agreeable to the poſitive orders he had received. As a decoy to draw the Dutch fleet out, on the morning of the 28th Prince Rupert detached a ſquadron of frigates and fire-ſhips to ſtand cloſe in with the ſands. This had the deſired effect, for no ſooner had De Ruyter diſcovered the frigates, than he got under ſail, and ſtood out, formed in line of battle, and purſued this ſmall ſquadron, who led them down to their own fleet. Towards noon the Dutch ſhips began to fire at the Engliſh frigates, and the hoſtile fleets closing, a general action ſoon commenced, which was maintained with great bravery until night, when De Ruyter again retired behind the ſands.

The Dutch, notwithſtanding their inferior numbers, made a gallant defence. Van Tromp, it is ſaid, ſhifted his flag four times during the action. Their loſs was a vice and rear admiral, ſix captains and one ſhip.

On the ſide of the combined fleets, the Engliſh loſt four captains, and two ſhips of war entirely diſabled. The French loſt two men of war and five fire-ſhips.

On the 4th of June De Ruyter having refitted and encreaſed his fleet, ſtood out to ſea, and boldly bore down to attack the combined fleets. The irregularity and impetuoſity with which the Dutch made their attack, ſoon threw them into confuſion, and they retreated to the ſouth eaſt. The battle did not begin till a late hour in the evening, and night faſt approaching prevented the combined fleets purſuing them.

On the 11th of Auguſt the fleets came again in ſight of each other under the ſame commanders, and nearly equal in force. A moſt deſperate and bloody battle was fought, and both fleets ſeparated, each claiming the honour of a victory. It is ſaid the Engliſh would have been more ſucceſsful, had the French ſquadron punctually obeyed the ſignals of Prince Rupert.

The Dutch ſhips were much diſabled. Two vice-admirals, three captains, and about one thouſand men were killed.

The

The English lost the brave Admiral Sir Thomas Spragge, two captains, and a great number of men. A.D. 1673

After this a truce was concluded with the English fleet and the Flemish, and the French admiral to Brest.

The Tiger frigate, commanded by Captain Harman, being in the port of Cadiz, at the same time that a Dutch squadron was there, De Witt, a captain of one of the Dutch frigates, was perpetually intimate with Captain Harman, which made the Spaniards suspect that he dared not fight the English ships. Evertzen, the Dutch admiral, on hearing this report, told De Witte, that he must conform to the English captain to go to sea and fight them, to [illegible] and that he would [illegible] soldiers. Captain Harman [illegible] and on a day next [illegible] within pistol [illegible] the Dutch ship's man- [illegible] Captain Harman [illegible] himself of [illegible] had thrown the [illegible] under, with the loss [illegible] and fifteen wounded; among [illegible] Captain Harman, who received a [illegible] between [illegible] Harman [illegible] of this [illegible]

[illegible] and finemen were [illegible] his majesty's navy.

[illegible] to [illegible] particular [illegible]

[illegible] captains in the royal [illegible] commanded as a gala- [illegible]

A [illegible] admiral to fleath [illegible] The engagement was [illegible] shut. Some time after

[illegible]

[illegible] Admiral

A.D. 1673 ſeveral other ſhips, ordered for foreign ſervice, were ſheathed in the ſame manner. This practice was a few years after diſcontinued, from a complaint made againſt it by Sir John Narborough, and many other ſea officers.

1674 On the 9th of February a treaty of peace was ſigned at London, between England and Holland, in the fourth article of which the long conteſted point reſpecting the honour of the flag was firmly eſtabliſhed; it was ſtipulated, "That all Dutch ſhips, whether ſhips of war or others, "whether in ſquadrons or ſingle ſhips, which ſhall happen to meet any ſhips or veſſels whatſoever, belonging to the King of Great Britain, whether one or "more, carrying that king's flag, called the jack, in any "of the ſeas from Cape Finiſterre to the middle point of "the land Van Staten in Norway, ſhall ſtrike their topſail, "and lower their flag, in the ſame manner, and with the "like teſtimony of reſpect, as has been uſually paid at any "time or place heretofore by the Dutch ſhips, to thoſe of "the king, or his anceſtors."

The admiralty directed, that officers commanding ſquadrons as commodores, ſhould be in future diſtinguiſhed by a pendant all red, and conſiderably larger than the ordinary ones, now called a broad pendant.

1675 The parliament granted three hundred thouſand pounds, for the building of twenty large ſhips of war, viz.

One firſt rate of	1,400 tons	each.
Eight ſecond rates of	1,100 tons	
Eleven third rates of	700 tons	

The tonnage and poundage money was, at the ſame time, reſolved to be applied for the benefit of the royal navy*.

As an encouragement to the maſters in the royal navy, the king in council iſſued an order to allow half pay to thoſe maſters who had ſerved the laſt war, in the ſhips of the firſt and ſecond rates.

1676 The Tripolines having ſeized ſeveral Engliſh ſhips, and otherwiſe very much annoyed the trade, Sir John Narborough was ſent into the Mediterranean with a ſquadron, to chaſtiſe theſe pirates.

On the 14th of January he arrived off Tripoli. The night being extremely dark, he diſpatched Lieutenant Cloudeſley Shovel†, with all the boats of the fleet, manned and

* Anderſon's Origin of Commerce, vol. 2, page 534.

† Afterwards the famous Sir Cloudeſley Shovel.

armed,

armed, to destroy the ships in the mole. Lieutenant Shovel first [illegible] the guard boat, then [illegible] the mole, and burnt four large armed ships, without losing a single man. The Tripolines were so much alarmed, that they sued for peace. Soon after the English admiral left Tripoli, they broke the treaty, and committed fresh depredations on the trade. Sir John Narborough was obliged to sail to Tripoli twice, before he could bring these barbarians to any fixt terms of pacification. A.D. 1675

The fishery at Newfoundland began now to be considered beneficial, partly as a nursery to furnish seamen for the royal navy, that in this year one hundred and two ships were employed on the fishery, each ship carrying twenty guns, [illegible] boats, and five men to each boat, making [illegible]

The Duke of York and Lord Berkeley fitted out a ship [illegible] the command to Captain Wood, who was [illegible] company with [illegible] the king's ships, to discover a [illegible] to India. They sailed as far as the seventy-[illegible] north latitude, where the ice obstructed their further progress. The king's ship struck upon a rock and was lost. Upon Captain Wood's return to England, he gave as his opinion that a passage was impracticable.

The trade to the East Indies had so much increased, that this year they sent out eleven ships, from six [illegible] 1676

Mr. William Penn, an eminent quaker, son to the late Sir William Penn, to whom the king granted a charter for [illegible] province of Virginia and New-York, had [illegible] and embarked with a number of [illegible] and established the province of Pennsylvania.

In [illegible] to [illegible] the French navy at this [illegible] of the line, several of [illegible] thousand sailors; [illegible] that in the [illegible] the united Dutch and Spanish fleets [illegible] Mediterranean, and killed the admiral De Ruyter.

A.D. 1681 Toulon, Brest, and Rochfort, were fortified and made naval arsenals.

Renaud, a Frenchman, was the first who constructed vessels for throwing of shells. The experiment was made by the French fleet against Algiers, which answered so well that they destroyed the town.

1683 Lord Dartmouth was sent with twenty sail of men of war to destroy the town, castle, and mole at Tangier. The mole is said to have been of that extent, as to run six hundred yards into the sea, and the stones were so firmly cemented together, that it took six months to complete its demolition.

At the death of King Charles II. the royal navy amounted to one hundred and thirteen sail.

JAMES II.

1685 James II. having been himself lord high admiral, and frequently commanded the English fleet, was well versed in naval affairs. The regulations which he established, assisted by his secretary Mr. Pepys, were considered, and are still, the best now in practice in the royal navy. Upon his accession to the throne, King James assigned a stated fund of four hundred thousand pounds a year, to be paid quarterly from the treasury for the service of the navy.

Four additional commissioners of the navy were also appointed for the better regulating of the docks, naval storehouses, &c. and for the more speedy repairs of the ships of war.

Proposals were now made, and patents granted for the making by distillation salt water fresh; many years after this was brought to greater perfection, and succeeded perfectly well, as will be seen hereafter.

1686 Although the French had, a few years before, constructed and made use of vessels for throwing of shells with success, it was not till this time that the king gave orders for a bomb-vessel to be built at Chatham.

Instructions were given directing all captains and officers commanding his majesty's ships or vessels of war, to deposit a perfect copy of their journal with the secretary of the admiralty.

As some of the new regulations which were made, appeared a hardship upon the commanders, by taking from them

them several perquisites and advantages, his majesty granted A. D. 1686
them the following allowance for table money, viz.

1st	273	15	0	12	3	4	250	0	0
2d	219	0	0	12	3	4	2[illegible]	0	0
3d	182	0	0	12	3	4	169	5	0
4th	136	10	0	12	3	4	124	5	0
5th	1[illegible]	10	0	12	3	4	1[illegible]	3	0
6th	91	[illegible]	0	12	3	4	83	0	0

The pay and allowance to captains have undergone various changes since, as will be seen in the succeeding reigns.

Lord Dartmouth could only muster seventeen sail of the 1688
line, chiefly third and fourth rates, three frigates, thirteen fire-ships, and three yachts, to oppose the landing of the Prince of Orange.

On the 21st of October the Prince of Orange sailed from Helvoetsluys with a fleet of five hundred sail, formed into three divisions; the centre commanded by himself, bearing the flag of England, and his own arms, with this motto: "I will maintain the Protestant religion, and the liberties of England;" the van by Admiral Herbert, and the rear by the Dutch Admiral Evertzen. A violent storm came on, and lasted several hours, which dispersed the fleet; but, on its abatement, they soon collected, and on the 5th of November, the prince landed in Torbay without opposition.

On the 12th of December King James II. abdicated the throne, at which time the navy of England consisted of one hundred and seventy-three sail*.

WILLIAM III. and MARY.

In April Admiral Herbert [illegible] with [illegible] twenty 1689
[illegible] to intercept a [illegible] fleet which was [illegible] to transport the [illegible] of King James. On the [illegible] that the King [illegible]

A.D. 1689 French perceived the Engliſh fleet, they got under ſail, and ſtood to ſea in a well-formed line of battle, both admirals ſeeking an action. The fleets were, of courſe, ſoon warmly engaged, and continued ſo till five in the evening, when they mutually ſeparated. The French retired into Bantry Bay, and the Engliſh towards Scilly. Admiral Herbert cruiſed for ſome time at the entrance of the Channel, in expectation of a reinforcement, but as none arrived, he ſailed to Portſmouth. The king, on viſiting the fleet, (notwithſtanding its ill ſucceſs) created Admiral Herbert a peer*, and knighted the Captains John Aſhby, and Cloudeſley Shovel.

On the 7th of May war was declared againſt France.

Commodore Rooke, with a ſmall ſquadron, relieved Londonderry, and performed other eſſential ſervice on the coaſt of Ireland†.

On the 24th of November, Admiral Ruſſel was ſent with a ſquadron of ſeven ſail of the line and two yachts, to eſcort from Fluſhing, a princeſs of the houſe of Newburgh, who had been married to the King of Spain. The admiral received orders to hoiſt the union flag at the main-top-maſt-head, and to wear it as long as her majeſty was on board.

The Eaſt-India Company ſettled and built the town of Calcutta, on the banks of the river Hughley in Bengal.

1690 On the 24th of January Admiral Ruſſel arrived at St. Helens with the queen of Spain. Her majeſty having received complimentary meſſages from the court of England, and the admiral's fleet reinforced to thirty large ſhips, he proceeded with her to Spain. On the 16th of March her majeſty was landed in the Groyne. The admiral then diſpatched vice-admiral Killegrew into the Mediterranean with a ſtrong ſquadron to block up the French in Toulon, and returned to England with the remainder.

On the 11th of June King William embarked his forces on board two hundred and eighty tranſports, eſcorted by a ſquadron of ſix men of war, under Sir Cloudeſly Shovel, and arrived at Carrickfergus on the 14th of the ſame month; from whence he diſpatched Admiral Shovel to join the grand fleet.

On the 30th of June the Engliſh and Dutch fleets, under the command of the Earl of Torrington, fell in with

* Earl of Torrington.

† Charnock's Lives of Admirals, vol. 2. page 314.

that

[illegible] squadron, commanded by the Count de Tourville, between Cherbourg and the Isle of Wight. At nine in the morning the whole French fleet began the attack upon the English blue and Dutch squadrons, the red or center being much separated, occasioned a great opening between the combined fleets. The French proceeded by this advantage to surround the Dutch and blue squadrons, who made a most gallant defence, and to save to themselves from utter destruction came to an anchor. The Earl of Torrington observing the perilous situation of this part of his fleet, bore down with several ships to their assistance, and rescued them from the enemy. At five in the afternoon it grew calm, and the ebb tide making strong, the English fleet anchored. The Earl of Torrington, on examining the state of his fleet, found that it, as well as the Dutch, had suffered [illegible] that it could [illegible] a [illegible] engagement; he therefore at night weighed and stood to the eastward. The next day it was [illegible] in a council of war, that it would be much advisable to preserve the fleet by retreating, and to destroy the disabled ships rather than by protecting them hazard an engagement. The French fire, although it was [illegible] a considerable distance down the channel, continued to pursue the combined fleets. Off Rye by the Anne, of [illegible] guns, [illegible] was entirely dismasted, was forced on shore and destroyed. The enemy also attempted to destroy a Dutch [illegible] gun ship which was driven on shore; but her commander defended her with so much bravery that he obliged them to desist, and she was got off and arrived safe in Holland.

The Earl of Torrington retreated with the fleet into the Nore; [illegible] a few frigates to observe and watch the motions of the enemy, who remained masters of the channel. [illegible] to the westward and anchored

A. D. 1690 the French fleet in Torbay till the 5th of Auguſt, when the wind ſhifting to the eaſtward, he ſailed for Breſt.

The loſs the Engliſh ſuſtained in this unfortunate battle, was two ſhips, two captains, two captains of marines, and three hundred and fifty men.

The Dutch were much greater ſufferers, having loſt ſix ſail of the line, the Rear-Admirals Dick and Brackel, one captain, and many men.

The Earl of Torrington was examined before the privy council, and juſtified his conduct with great firmneſs. The council, however, thought proper to commit his lordſhip to the Tower, and directed a committee to repair to Sheerneſs, in order to make an enquiry into the real cauſes of this diſaſter.

A difficulty aroſe in the manner of bringing Lord Torrington to a trial. The king ſeemed determined it ſhould be by a court-martial; but the earl's friends maintained he ought to be tried by his peers. A doubt was alſo ſtarted as to the power of the lords of the admiralty. It was admitted that the lord high admiral of England might have iſſued a commiſſion for trying him; yet it was queſtioned whether any ſuch authority was lodged in the commiſſioners of the admiralty; and although ſome great lawyers gave their opinion in the affirmative, ſtill it was judged expedient to ſettle ſo important a point by authority of parliament. A new law was accordingly made declarative of the power of the commiſſioners of the admiralty*. Immediately after the paſſing of this act, the commiſſioners directed a court-martial to be held for the trial of the Earl of Torrington, and on the 10th of December it aſſembled on board the Kent frigate at Sheerneſs. Sir Ralph Delaval, who was vice-admiral of the blue in the engagement, ſat as preſident.

The charge exhibited againſt the earl was, that in the late engagement off Beachy-head, he had, through cowardice or treachery, miſbehaved in his office, drawn diſhonour on the Engliſh nation, and ſacrificed our good allies the Dutch.

His lordſhip defended himſelf with great clearneſs of reaſon, and with extraordinary compoſure of mind.

After a full hearing and ſtrict examination of all that

* See 4th William and Mary, Seſſ. 2d. Chap. 11. on the Power of Admiralty Courts-martial.

had been admitted on both sides, he was unanimously acquitted. A.D. [illegible]

The king, notwithstanding Lord Torrington's [illegible], the next day took away his commission, [illegible] the clamours of the nation and the Dutch, who [illegible] opinion that the court-martial conducted [illegible] with [illegible] partiality.

The French drove the English settlers [illegible] St. Christophers, which had been lay[illegible] [illegible]fion of both nations. Commodore [illegible] Codrington instantly proceeded to [illegible] having landed about three hundred [illegible] a few days reduced the whole island.

In July Sir Cloudesley Shovel, with [illegible] fell of men of war, [illegible] September Sir Richard Haddock [illegible] Mediterranean in the [illegible] Green, who commanded the Bristol, was [illegible] ship blown up.

Sir William Phipps sailed with a fleet from New England, and took Port Royal, in Nova Scotia, which he named Annapolis Royal.

The Earl of Torrington was succeeded in the command of the fleet by Admiral Rooke, who [illegible] a squadron of great force equipped and [illegible] In the month of June the Admiral [illegible] Sounding, for the protection of the [illegible] fleet of France, which had sailed from [illegible] sailing in the same month, under the command of Count de Tourville*.

Admiral Rooke being informed that the Smyrna fleet, which was of great value, had arrived at Kinsale, in Ireland, he immediately proceeded off that port, and having [illegible] into the channel, he [illegible] resumed his station off the coast of France. Sir Cloudesley

* A[illegible]

A.D. 1691 Shovel was dispatched by the admiral to look into Brest, where he saw forty sail of merchant ships coming out escorted by three men of war. Sir Cloudesley, to deceive these ships, hoisted French colours, nor did they discover the danger into which they were running until almost close to the English squadron. In the mean time Admiral Russel learnt by some transports he had captured, that the French fleet had returned to Brest. In consequence of this intelligence, pursuant to the resolutions of a council of war, he sailed to Torbay for further orders and to refit the fleet. The moment the admiralty was informed of his arrival, directions were sent down for him to proceed immediately to sea. The admiral with great perseverance continued to cruize at the mouth of the channel until the 2d of September, when a most violent storm separated and disabled several of the ships; he therefore bore away for Plymouth. The weather continning very thick and boisterous many of the ships were in imminent danger. The Coronation, a second rate, mistaking the land, brought up without a mast, standing off the Ramhead, and the sea ran so high that she soon after foundered. Captain Shelton and most of the crew perished. The Harwich, a third rate, drove on shore near Mount Edgecombe and was lost.

In this year one dry and two wet docks were ordered to be at Portsmouth; and the first mention is made of regular regiments of marines.

1692 About the middle of May Admiral Russel had collected a very powerful fleet, which, in conjunction with a Dutch squadron, amounted to ninety-nine sail of men of war. With this force he sailed from St. Helens on the 18th of May, and stretched over to the coast of France. The next morning, at three o'clock, the look-out ships made the signal for having discovered an enemy*. Orders were immediately given to form the line of battle, and at eight o'clock it was completed. At ten, the French being to windward, the Count Tourville bore down with great resolution; and at eleven this ever-memorable action began off Cape La Hogue. At one, the French admiral was so much shattered that he was obliged to be towed out of the line. The battle continued with great violence until four, when so thick a fog came on that the enemy

* Appendix, Chap. II. No. 3 and 4.

could

[illegible] before; on it clearing up, they were [illegible] scattered and [illegible] to leeward. Admiral Rooke inferred, [illegible] for a general chase; but unluckily [illegible] than before, he was obliged to [illegible] collected. The weather again [illegible] admiral got under weigh and pursued the flying [illegible]. About eight in the evening the [illegible] squadron [illegible] enemy, and engaged for about [illegible] hour, when [illegible] lost four of their ships they were [illegible] Conquerant. In this short action rear-admiral Carter was [illegible]. The two next days the weather proved so dark and foggy, that although both fleets were frequently in sight of each other, nothing effectual could be done. The [illegible] standing to the westward, and the [illegible] pursuing them.

On the 22d, in the morning, the fog [illegible] that was to windward with the enemy, that at eleven o'clock the French admiral ran a-head [illegible] and entirely [illegible] the other ships piled up and [illegible] by him. Admiral Rooke observing their situation, ordered Sir Ralph Delaval, who was in the rear, [illegible] number of ships in his division ready, to destroy [illegible] the enemy, and to send the rest to join the [illegible] of the fleet. In the evening many of the enemy's ships were [illegible] the Hogue. On the 23d, [illegible] admiral [illegible] Sir George Rooke with several men of war, [illegible] the fleet to [illegible] the enemy. On his approach he observed [illegible] which [illegible] to bring up the [illegible] boats could alone [illegible] Sir George, determined to [illegible] directions for the boats to be [illegible], and [illegible] proceeded to the attack, [illegible] to encourage the enterprize. The [illegible] were [illegible] who [illegible] the French and [illegible] the enemy, who were so much alarmed at [illegible] that the intelligence of the [illegible] attack, that the [illegible] of their ships engaged [illegible] the conquerors entered [illegible] other. Six of the enemy's men of war were [illegible] and [illegible] burnt, with several transports and vessels laden with ammunition. The Lion [illegible] although it was performed under a galling [illegible] enemy's batteries on shore, and which [illegible]

A.D. 1692 Some of the enemy's ships pushed through the race of Alderney, and took shelter in St. Maloes, where our ships could not with safety follow them.

After this important victory Admiral Russel returned to Portsmouth with the greater part of the fleet to refit, and left Sir John Ashby with twelve sail of the line, and Vice-Admiral Calemberg with the like number of Dutch, to cruize, and endeavour to destroy the French ships that had put into Havre-de-Grace; but stormy weather and the secure retreat of the enemy rendered it impracticable.

The ships the French lost in this action were as follows:

Ships.	*Guns.*		*Commanders.*
Soleil Royal	104	—	Count de Tourville
L'Ambitieux	104	—	Chevalier de la Villette, vice-miral of the blue
L'Admirable	90	—	Monsieur Beaujean
L'Etonant	80	—	Monsieur de Septime
Le Terrible	80	—	Monsieur Septville
Le Magnifique	76	—	Monsieur Cottolage, rear-admiral of the blue
Le St. Philip	76	—	Monsieur Infieville
Le Conquerent	76	—	Monsieur du Magnon
Le Triomphante	74	—	Monsieur Beilemont
L'Amiable	68	—	Monsieur de Raal
Le Fier	68	—	Monsieur Larsethoir
Le Glorieux	60	—	Le Count de Chateaumerent
Le Serieux	60	—	Monsieur Bernier
Le Trident	56	—	Monsieur Monteaud
Le Prince	60	—	Monsieur Bagneuz
Le Sans Pareil	60	—	Monsieur Ferille

Another three decked ship was supposed to be burnt, name not known*.

Towards the end of the summer a squadron of ships of war escorted two hundred and forty transports with six or seven thousand troops to Ostend and Newport.

Captain Wren, who was stationed in the West Indies, being informed of the arrival of a French squadron† in

* Campbell's Lives of Admirals, vol. 2. page 363.

† Sixth squadron with Captain Wren, three fourth rates and two fifth rates. This brave officer died soon after, and the command of the squadron devolved on Captain Boteler. French squadron eighteen sail, from 60 to 40 guns.

those

[illegible] 2 [illegible] and [illegible] the [illegible] Captain [illegible] great brilliancy [illegible] Captain [illegible]

In consideration [illegible] pleased to [illegible] the following [illegible] allowance of table-money granted by King James II.

1st. That the [illegible]

2d. That a [illegible] 2d, [illegible] a year in [illegible] on shore, to [illegible]

The [illegible]

[illegible]

[illegible];

[illegible]

[illegible]

[illegible]

A.D. 1693 tenders, bomb veſſels, and fireſhips. When the news of this fleet having put into Lagos bay reached England, a council of war was held on the 23d of June at Torbay, in which it was reſolved to ſail directly for Liſbon (the fleet then conſiſting of ſixty-nine ſhips of the line); but to prevent all danger, orders were immediately diſpatched to put Sir George Rooke on his guard. Had this reſolution been purſued that officer would not have been expoſed to the diſaſters which enſued. But on the 1ſt of July, in another council of war it was left to her majeſty's conſideration, whether if the French ſquadron joined, and ſhould ſail north about, the coaſt of England might not be expoſed to ſome inſults during their abſence. The reſult was, that the Engliſh fleet remained in the Channel.

On the 17th of June, Sir George Rooke being off Lagos Bay*, at day-break diſcovered a part of the French fleet, ſtretching out from under the land. The admiral was by no means alarmed at their appearance, having learnt from the crew of a fire-ſhip he had taken, that although there appeared to be three flags in their fleet, it conſiſted of no more than fifteen ſhips of the line. The priſoners made this report with a view to deceive Sir George Rooke who at noon, diſtinctly counted above eighty ſail of men of war, many of them ſtanding for the Engliſh ſquadron, and others in chace of the merchantmen. The inſtant Sir George Rooke diſcovered the enemy's fleet to be ſo much ſuperior to his own, he made the ſignal for the trade to make the beſt of their way into the ports of Faro, St. Lucar, or Cadiz. In the evening the enemy got up with the rear of the combined ſquadrons, when after a very noble reſiſtance, two Dutch and one Engliſh man of war were taken. At night the enemy gave up the purſuit. On the morning of the 19th the enemy being out of ſight, Sir George Rooke aſſembled the officers of the ſhips of war, and conſulted what meaſures were beſt to be purſued, when it was agreed to proceed with what merchant ſhips remained to the iſland of Madeira, where he might perhaps collect ſome of his ſcattered fleet. Beſides the ſhips of war, about ninety ſail of merchantmen were taken or deſtroyed; the whole

* The fleet conſiſted of about twenty-three ſail of Engliſh and Dutch men of war, and the convoy of four hundred ſail. The admirals under him were Hooſen and Calemberg.

amounts

amount of the loss was supposed to exceed one million ster- A.D.
ling. 1795

Commodore Sir Francis Wanklyn was first with a squadron of twelve sail of men of war to attack the West Indies, in conjunction with General Cornelius; the commodore made an unsuccessful attack upon the island of Martinico. The squadron then sailed for the coast of America and Newfoundland, where the commodore was equally unfortunate in his plans of operation, being constantly opposed by the land officers in the councils of war which were held to consult on the modes of attack; all that he could do was done at Newfoundland, was destroying the French fisheries at St. Pierre. In August, Sir Francis Wanklyn sailed for England, and as no censure was attributable to him for any miscarriage of these expeditions, he was promoted to the rank of a rear admiral of the red.

In the month of January, Mr. Backer, agent general at Goree for the African Company, having received orders to attack an French establishment on the Senegal, sailed with a squadron to the river Senegal, where he compelled the governor of Fort Bourbon to surrender without opposition; he then proceeded to the island of Goree, which at first showed a disposition to resist, but being furnished with ammunition, it soon surrendered.

On the 1st of November Commodore Pole was [illegible] with twelve men of war, [illegible] and [illegible] to make a descent on the island of Martinico. On the 16th [illegible] before St. Marys, which [illegible] destroyed a great part of the town. The [illegible] were [illegible] the [illegible] a [illegible] [illegible] [illegible] privateers [illegible] and [illegible] other [illegible] of France.

On his return [illegible] Falmouth, and upon which [illegible] a [illegible] portion of the [illegible]

It was [illegible] that the [illegible] on the [illegible], were [illegible] [illegible] [illegible] and [illegible].

[illegible]

A. D. 1693 The parliament voted 2,500,000l. for the pay and ſervice of the fleet.

1694 At the cloſe of laſt year Sir Charles Wheeler was appointed commander in chief in the Mediterranean, and ſailed with a ſquadron of twenty-five men of war, in conjunction with Vice Admiral Calemberg and a Dutch ſquadron. After executing his orders on the coaſts of Spain and Portugal, he ſailed for Gibraltar. On the 17th of February a violent ſtorm prevented the fleet from entering the Straits, which encreaſed until the 19th, when the admiral ſeeing the gut, ſteered for it, and miſtaking Gibraltar Bay for the Straits' Mouth, run into it, and was ſo entangled on a lee there, before he diſcovered his error, that the ſhips could not weather the land, and were obliged to anchor; but the ground being foul, many of the ſhips were driven aſhore, and their crews periſhed. The admiral's ſhip the Suſſex foundered, and himſelf, with all his crew were loſt, to the amount of five hundred and fifty, only two Turks eſcaping. Two other ſhips of the line, a bomb-veſſel, and two ketches, with ſix merchant veſſels were loſt *.

On the 1ſt of May Admiral Ruſſel again took the command of the grand fleet, conſiſting of fifty-two Engliſh, and forty-one Dutch ſhips of the line, beſides frigates, fire-ſhips, and other ſmaller veſſels. On the 3d, the Admiral ſailed from St. Helens, and on the 9th being off the Lizard, received advice that a French convoy was lying in Bertaume Bay; upon which he detached Captain Pritchard, in the Monmouth, with two fire-ſhips, with orders to take or deſtroy them. The next morning Captain Pritchard diſcovered them at anchor, and inſtantly proceeded to the

* Cambridge, ſeventy guns, run aſhore, loſt 100 men.

Lumley Caſtle, loſt - - -	130
Serpent, bomb, foundered -	15
William, ketch, run aſhore, -	15
Mary, ketch, foundered - -	16
Great George, Turkey ſhip, loſt -	90
Aleppo, Factor, loſt - - -	3
Golden Frigate of Venice, loſt -	23
Berkſhire, Turkey ſhip - -	15
Indian Merchant, Turkey ſhip -	2
William, loſt - - -	1
Total	410

attack

[illegible] A.D. [illegible]

A.D. 1694 Helens on the 15th of June. Here the admiral found orders from the queen to aſſemble a council of war, in which it was reſolved to employ the ſhips and troops on an expedition on the coaſt of Normandy. Accordingly on the 5th of July the fleet ſet ſail, but meeting with tempeſtuous weather, it was not till the 12th that they anchored before the town of Dieppe, and began to bombard it with great fury; the town was ſet on fire in ſeveral places, and the greateſt part reduced to aſhes. From hence the admiral proceeded to Havre de Grace, and deſtroyed above one third of the town, together with ſeveral inhabitants and troops, which had been ſent in for its defence. This ſervice was not performed without ſome loſs; the Grenado bomb veſſel was blown up, and many other veſſels ſo much ſhattered, that the admiral thought it neceſſary to retire; and after ſailing along the coaſt, greatly to the annoyance of the enemy, he returned to St. Helen's on the 26th of July to refit.

Early in September Sir Cloudeſley Shovel received inſtruction to undertake an expedition againſt Dunkirk. On the 7th he ſailed into the Downs, where he was joined by M. Meeſters, who was the inventor of the machines called infernals*, and was to direct their operations. This engineer had collected ſeveral Dutch pilots, who were acquainted with the harbour of Dunkirk.

On the 12th the fleet conſiſting of thirteen Engliſh and ſix Dutch frigates, two bomb-veſſels, ſeventeen infernals, and other ſmall craft, appeared before Dunkirk, and immediately proceeded to the bombardment of the place, under the direction of Captain Benbow and M. Meeſters; two of the infernals were alſo ſent in, but they were ſet on

* Fire-ſhips contrived to operate when moored cloſe to the walls of a town. At the bottom of the hold were an hundred barrels of powder; theſe were covered with pitch, ſulphur, roſin, tow, ſtraw, and faggots, over which lay beams bored through, to give air to the fire, and upon theſe lay three hundred carcaſſes filled with granadoes, chain-ſhot, iron bullets, piſtols loaded, and wrapt in linen pitched, broken iron bars, and the bottoms of glaſs bottles. There were ſix holes or mouths, to ſhot out the flames, which were ſo vehement, and ſo continued the ſpace of ſix hours, and could be checked by nothing, but the pouring in of hot water. The French report, that the engineer who contrived this veſſel was blown up in her, becauſe they found the body of a man well dreſſed upon the fleets, and in his pocket a journal of the expedition, alluding to the deſtruction of the bridge over the Scheldt, when the Prince of Parma beſieged Antwerp, in the year 1585, where it was ſuppoſed theſe machines were firſt uſed.

[illegible] A.D.

A.D. 1695 gates* to cruize in the Mediterranean for the protection of the trade. On the 18th of the same month, when between Cape Bona and the island of Pantalaria, he discovered two French men of war†, which believing the English to be merchantmen, bore down upon them; but soon perceiving their mistake, they hauled their wind and endeavoured to get away. Captain Killegrew in the Plymouth came up with them about four in the afternoon, when it fell calm, and he was engaged with both the French ships for above an hour before the Falmouth came up to her support; the action continued with great obstinacy for the space of another hour, by this time the other frigates arrived up, upon which the Frenchmen separated and made sail. The Carlisle, Newcastle, and Southampton pursued the largest, and the Falmouth and Adventure the smallest, the disabled state of the Plymouth obliged her to bear away for Messina. The pursuit continued all night in a running action; the next morning the enemy finding their ships so dreadfully crippled that it was impossible to escape, one of their commanders, with several men killed and wounded, struck their colours. The Trident was so leaky that it was with difficulty she was carried into Gorgenti. The Content was taken to Messina. Captain Killegrew‡ and fourteen men were killed on board the Plymouth, and thirty wounded, and about the same number on board the other ships.

In the spring Admiral Russel sailed into the Mediterranean with the whole fleet to assist the Spaniards in their

* English ships.

Plymouth	-	Captain Killegrew
Falmouth	-	——— Grantham
Carlisle		
Newcastle		
Adventure		
Southampton		

Ships.	*Guns.*		*Commanders.*
† La Content -	64	—	Marquis de Chalard
Le Trident -	60	—	Le Count d'Aubery, Lille!

The French account says the Content had only 54 guns and 450 men, the Trident 42 guns and 300 men; though in several of their lines of battle in the years 1692 and 1693, those ships appear to have the force as above. Campbell.

‡ When Captain Killegrew came up with the Content, the French crew were at prayers, and he might have poured in his broadside with great advantage, which, however, he refused to do, adding, "It is "beneath the courage of the English nation to surprize their enemies "in such a posture." Campbell.

attempt

A.D. lonel Richards moſt gallantly attacked and demoliſhed.
1695 The bombardment continued without intermiſſion till five in the afternoon, by which time ſix hundred ſhells were thrown into the town. The magazine and ſeveral houſes were deſtroyed. At night the admiral called off the bomb-veſſels, and returned to the Downs. Captain Oſborne of the Aldborough ketch was the only perſon killed upon this expedition.

The Marquis of Carmarthen was ſent to cruize off the Scilly Iſlands for the protection of the homeward bound trade; unluckily he miſtook a fleet of French merchantmen for the Breſt ſquadron, and not thinking his force equal to encounter them, bore away for Milford Haven. By this miſconduct, the Eaſt and Weſt India fleets became much expoſed to the enemy's privateers, two Eaſt India ſhips were taken, and three deſtroyed on the coaſt of Ireland, beſides a great number of Weſt Indiamen. On the Marquis of Carmarthen's return to Portſmouth, he was accuſed of miſconduct, and laid aſide.

Some acts of extraordinary courage and conduct were performed by private adventurers, and are worthy of notice. On the 30th of May, William Thompſon, in a fiſhing boat out of Pool in Dorſetſhire, with only one man and a boy, was attacked by a French ſloop privateer, which he obliged to ſheer off; Thompſon not intimidated by the ſuperior force of the enemy, purſued, came up with, and after engaging her for two hours, ſhe ſtruck. The privateer had two guns, ſeveral ſmall arms, and ſixteen men: Thompſon had two ſmall guns and a few muſkets. On his arrival at Pool with his prize, the lords of the admiralty preſented him with a gold chain and a medal of the value of fifty pounds.

The ſame reward was alſo given to Mr. Williams, who in a fiſhing ſmack belonging to Whiteſand Bay, retook ſome merchant veſſels, which had fallen into the hands of French privateers.

The town of Lulworth preſented Mr. Joliffe with a gold chain and medal, for having chaſed and driven on ſhore, a French privateer three times his force.

On the 16th of October Admiral Sir George Rooke ſailed with a fleet of ſhips of war to command in the Mediterranean; he entered Cadiz Bay, and remained there until he had aſcertained the force of the French fleet in

Toulon,

[illegible] which was found to be superior to [illegible], 1665
that the admiral resolved, as it was [illegible] the fate, or
the French ships, to return [illegible] rather than hazard
an engagement, expecting [illegible] as well as
the Dutch ships were [illegible].

The brass [illegible] were [illegible] and allowed to
the [illegible] at sea.

In the month of January Commodore W[illegible] had
with [illegible] of war, two fireships, [illegible] transports
[illegible] the French squadron [illegible]
[illegible] were to be [illegible] the
[illegible] Mediterranean [illegible]
[illegible] transport [illegible]
[illegible] three forts, which [illegible]
occasion, with a full [illegible] naval
stores. The loss to the French has computed to two
hundred thousand pounds. The expedition would have
been crowned with more [illegible], had not [illegible]
the fireships [illegible] Commodore W[illegible], who
[illegible] and [illegible]
[illegible] Dutch [illegible]
[illegible] Oran [illegible]
[illegible] Algiers, [illegible]
[illegible] the Mediterranean [illegible]
[illegible] the
[illegible] admiral [illegible]
[illegible] ship [illegible]
[illegible]

[illegible] Dutch [illegible] Commodore [illegible]
[illegible]

A.D. 1696 in these ports, for the purpose of making a descent on England in favour of King James; in consequence of which Admiral Russel, on the 20th of February, put to sea with fifty sail of the line, and stood over to the French coast. The sudden appearance of the English fleet, threw the enemy into confusion; they hauled their vessels close in shore, out of reach of being damaged by the English. The designs of the French being frustrated, Admiral Russel returned with the fleet to England, leaving Sir Cloudesley Shovel with a squadron to watch the motions of the enemy.

Early in April he received orders to undertake the bombardment of Calais, which he executed with such effect as to destroy a great part of the town, and most of the shipping. On the 11th Sir Cloudesley Shovel returned to the Downs, having left a squadron to cruize off Dunkirk, where the famous French naval commander Du Bart was lying ready for sea, with several ships of war. In the month of May Rear Admiral Benbow was ordered on this service. but on his arrival before the place, he found the number of ships he had with him too small to guard both channels. The weather also proving extremely foggy, Du Bart slipped out, and steering to the north-east, fell in with the Dutch Baltic fleet, of above one hundred sail, escorted by five frigates, all of which he took, and above half the merchantmen. In the midst of Du Bart's victory, he was surprized by the appearance of the Dutch outward bound Baltic fleet, under the convoy of thirteen men of war, which so closely pursued him, that he was obliged to abandon most of his prizes; he burnt four of the frigates, and putting their crews on board the fifth, turned her adrift, which with thirty-five of the merchant ships were retaken. Rear Amiral Benbow in vain pursued the French squadron, though he frequently got sight of it, and Du Bart made good his retreat into Dunkirk.

Sir George Rooke having been called to the board of admiralty, Lord Berkeley of Stratton was appointed to succeed him in the command of the grand fleet; and on the 9th of June hoisted the union on board the Britannia. On the 24th his lordship sailed for the French coast; on the 4th of July he anchored with the fleet about two leagues from Belleine, and made a descent on the towns of Houat, Heydic, and Groy, burning the towns and villages, with several

[illegible]

[illegible]

[illegible]

A.D. dinary of the navy, and the charge of the regiſtry of ſeamen.

1697 Early in this year a French ſquadron ſailed from Breſt, under the command of M. Pontis, to attack the Spaniſh ſettlements in the Weſt-Indies. On the 3d of April he appeared before Carthagena with ſeven large ſhips of war, ten frigates, and ſeveral ſmall veſſels, having on board a large body of troops, beſides fifteen hundred buccaneers and volunteers, which had been collected at St. Domingo for the expedition. On the 24th all the ſtrong poſts being taken and the ſuburbs ſtormed, the governor was forced to capitulate. The accounts vary much reſpecting the riches taken in this place, ſome compute it at forty millions of livres, and others at only nine millions.

Pontis, after deſtroying the fortifications, ſteered for the ſtraits of Bahama. On the 27th of May, the ſquadron, under Vice-Admiral Nevil and Rear-Admiral Mees, which had been ſent from England in queſt of this adventurer, fell in with and purſued him for five days; during the chace ſome of the Engliſh ſhips received ſo much damage, that the admiral was obliged to give up the purſuit and ſteer for Carthagena to refit. On his arrival, he found the place abandoned by the Spaniards, who, on the departure of Pontis, had been again plundered by the buccaneers. On the 6th of June eight ſail of theſe freebooters veſſels were diſcovered cloſe under the land. Vice-Admiral Nevil ſent a detachment to deſtroy them; two were forced on ſhore, and two were taken, both large ſhips, well armed and manned, with two hundred and fifty men each; the reſt eſcaped. The ſquadron being refitted ſailed for Jamaica. Sir William Beeſton, governor of the iſland, ſuggeſted to the admiral the deſtruction of the port of Petit Guavas, on the iſland of St. Domingo, which was the reſort and chief harbour of theſe pirates; he inſtantly complied with it, and on the 22d of June detached from the fleet Rear-Admiral Mees with nine ſail of men of war for this purpoſe. On the 27th he arrived before the place, which he ſurprized, ſet fire to, and totally deſtroyed it. In the beginning of July Vice-Admiral Nevil ſailed from Jamaica, and took with him the homeward-bound trade. Before they reached the Havannah, Rear-Admiral Mees died, and the ſhips crews became very ſickly. On his arrival before that port, he ſent in to requeſt

quit the government and supplied them with [illegible] the [illegible]. The [illegible] of [illegible], but [illegible] against the [illegible] [illegible]. [illegible] mounted [illegible], [illegible] effecting the [illegible] of [illegible] the [illegible] of [illegible], the [illegible] Vice-Admiral Nevell [illegible] [illegible] 27th of August. The command of the squadron devolved on Captain Robert Dilkes, who arrived [illegible] on the 24th of October, with the ships [illegible] in a miserable condition.

The French squadron, under Pointis, [illegible] from the West Indies, arrived at [illegible] Newfoundland. [illegible] July he anchored in Conception Bay. Commodore Norris was at this time [illegible] [illegible] received intelligence [illegible] on [illegible], [illegible] council of war, which was composed of sea and land officers. [illegible] fourteen [illegible] and [illegible] sea officers, were against the squadron's [illegible] the French; the remaining eight [illegible] [illegible] commodore('s) being overruled [illegible] was suffered, after continuing some days on the coast, to proceed for Europe unmolested. [illegible] M. Pointis fell in with a squadron [illegible] Commodore Harlowe, with whom [illegible] obstinate engagement [illegible] and [illegible]. On the approach of night the enemy [illegible] [illegible] [illegible] next day.

Admiral Sir George Rooke [illegible] during the year. He [illegible] the [illegible] summer in the Soundings [illegible] and was relieved by Vice-Admiral Mitchell [illegible] Rear-Admiral Benbow. The latter [illegible] with a [illegible]

Du Bart's squadron [illegible] the English [illegible] [illegible] in August [illegible] parted. [illegible] Rear-Admiral Benbow [illegible]

A.D. 1697 queſt of, but not meeting with ſucceſs, returned to the Downs.

On the 10th of September a treaty of peace was concluded at Ryſwick between England, Spain, and Holland, on one ſide, and France on the other*.

1698 Rear-Admiral Benbow was ſent with a ſmall ſquadron to the Weſt-Indies, to adjuſt ſome diſputes which had ariſen between the Spaniards and the Engliſh ſettlers on the Spaniſh main. This ſervice the admiral accompliſhed with honour to himſelf and the nation, and in the following year returned to England.

Vice-Admiral Aylmer ſailed into the Mediterranean with a ſtrong ſquadron, in order to confirm our treaties with Algiers, Tunis, and Tripoli, which he performed very effectually.

Commiſſioner Greenhill of the navy propoſed a plan for [illegible]ing of ſhips in a calm, which was tried on board his majeſty's ſhip the Experiment.

1699 Captain Dampier, in his Majeſty's ſhip the Roebuck, who had made ſeveral voyages into the South Seas, when ſailing along the coaſt of New Guinea, diſcovered the land to be divided into two parts; having paſſed through this ſtrait, he gave the appellation of New Britain to the eaſtern ſhore. In the following year Captain Dampier returned to England, after having encountered various adventures and difficulties.

1700 On the 20th of July Sir George Rooke ſailed with an Engliſh and Dutch fleet, conſiſting of forty ſail of men of war, beſides bomb veſſels and fireſhips, into the Baltic, to aſſiſt King Charles XII. of Sweden, who was at war with the Danes. The appearance of ſo powerful a fleet, and the vigorous meaſures that were purſued, compelled the King of Denmark to accelerate the treaty of peace which was then negotiating.

The fund for the eſtabliſhment of pay to ſea officers, adopted by King James II. having ended with the war, On the 10th of April his majeſty in council approved of a vote of the houſe of commons for reducing the pay of ſea officers to the following eſtabliſhment:

* [illegible] III. [illegible]

The

[illegible]	[illegible]	[illegible]	[illegible]
To the Admiral of the fleet	[illegible]	[illegible]	[illegible]
Admiral of the white or blue	[illegible]	[illegible]	[illegible]
Vice-Admirals	[illegible]	[illegible]	[illegible]
Rear-Admirals	[illegible]	[illegible]	[illegible]
Captains to the admiral of the fleet	[illegible]	[illegible]	[illegible]
Captains of the First rate	[illegible]	[illegible]	[illegible]
Second	[illegible]	[illegible]	[illegible]
Third	[illegible]	[illegible]	[illegible]
Fourth	[illegible]	[illegible]	[illegible]
Fifth	[illegible]	[illegible]	[illegible]
Sixth	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
Masters of First rate, per month	[illegible]	[illegible]	[illegible]
Second	[illegible]	[illegible]	[illegible]
Third	[illegible]	[illegible]	[illegible]
Fourth	[illegible]	[illegible]	[illegible]
Fifth	[illegible]	[illegible]	[illegible]
Sixth	[illegible]	[illegible]	[illegible]
Surgeons in every rate the same allowance	[illegible]	[illegible]	[illegible]

Over and above [illegible] allowed [illegible] the [illegible] allowed [illegible]

To the [illegible]

Admiral of the white or blue	[illegible]
Vice-admiral	[illegible]
Rear-admiral	[illegible]

To captains, [illegible]

The [illegible] of the [illegible] the following ranks, [illegible]

One admiral of the fleet [illegible]
One admiral of the white, and [illegible] blue, at [illegible]
Three vice-admirals [illegible]
Three rear-admirals, at [illegible]
Two [illegible] at the lower equipment [illegible]

		l.	s.	d.
A.D.	Thirty next ſenior, ditto - -	0	8	0
1700	Forty Lieutenants, as above - -	0	2	6
	Sixty ditto, ditto - - -	0	2	0
	Fifteen maſters, as above - - -	0	2	6
	Fifteen ditto, ditto - - - -	0	2	0

The whole and half pay, as well as the regulations reſpecting ſervants, have undergone ſome alterations ſince this time.

The officers in the French navy were much better paid than thoſe of England, as appears by the following ſtatement.

Officers per annum.	Perſonal pay.			Table money.			Total.		
	l.	s.	d.	l.	s.	d.	l.	s.	d.
1ſt captain of a 1ſt or 2d rate	300	0	0	360	0	0	660	0	0
Third - -	300	0	0	300	0	0	600	0	0
Fourth and fifth	300	0	0	260	0	0	560	0	0
Sixth - -	200	0	0	100	0	0	300	0	0
Bomb-veſſels	200	0	0	150	0	0	350	0	0
Fire-ſhips -	150	0	0	60	0	0	210	0	0
Second captain of a firſt rate	300	0	0						
Second rate -	200	0	0						
Lieutenants in general -	100	0	0						
Enſigns, ditto - - - -	50	0	0						

An admiral's allowance for table money was 1500l. per annum.

Vice admirals, eight hundred pounds.

Rear admirals and chef d'eſcadre, four hundred and ſixty pounds.

Whereas an Engliſh admiral has only three hundred and ſixty-five pounds per annum for his table money. No allowance whatever is made to other admirals, unleſs commanders in chief.

1701 On the 2d of July Sir George Rooke hoiſted the union flag on board the Triumph in the Downs, and proceeded to Spithead, where he was ſoon joined by the reſt of the fleet, conſiſting of forty-eight ſhips of the line, beſides frigates, fireſhips, and ſmaller veſſels. The ſubordinate admirals were Sir Cloudeſley Shovel, Sir Thomas Hopſon, John Benbow, Eſq. and Sir John Munden; he was ſpeedily reinforced by ſixteen Dutch men of war of the line, with ſeveral frigates and ſmall veſſels, under the com-

mand

mand of Lieutenant [illegible], Vice-Admiral [illegible], Vanderpass and Rear-Admiral Walsham. A.D. 1721

The fleet was detained at St. Helena and the middle of August for want of provisions; [illegible] got to sea, it came on to blow so hard from the westward, that we was obliged to put into Tenby.

Towards the latter end of the month [illegible] sailed from the river, and on the 21st [illegible] Vice-Admiral Balchen with a [illegible] squadron [illegible] West Indies. He continued to cruize for the protection [illegible] trade, until the winter season [illegible], and then [illegible] with the largest ships into the Downs.

The old and new East India Companies confided their bonds under an act of arbitration, wherein Lord Godolphin and Mr. Harley, afterwards Earl of Oxford, were for the old company, and Lord Halifax for the new. Two [illegible] were to be early appointed by the general court of [illegible] respectively, who were to establish [illegible] to India, and at the expiration of [illegible] years, the old company were to [illegible] under their charter, and the new company [illegible] and to change [illegible], and to be called [illegible] *Company of Merchants trading to India.*

During this, and the [illegible] years, the West Indies and Spanish [illegible] were [illegible] depredations [illegible] Buccaneers [illegible] Spanish [illegible] Captain [illegible] Old Bahama [illegible] company [illegible] mounted, [illegible] Head.

On the [illegible] St. Christopher's, [illegible] has [illegible] Bristol [illegible] and was [illegible] Rhode Island, [illegible] its demand [illegible] the [illegible]

A.D. the ſame time, that "no peace ſhould be made with France,
1701 "until his majeſty and the nation received reparation for "the indignity offered by the French king, in declaring "the pretended Prince of Wales King of England, Scot-"land and Ireland."

On the 25th of July, the Royal Sovereign of one hundred and ten guns, was launched at Woolwich; ſhe was the largeſt ſhip in the navy, her dimenſions were as follows:

	Feet.	Inches.
Length of the keel, to the beak of the ſweep in the ſtern	146	6
The full tread upon the ground	155	0
Length on the lower gun-deck	174	6
From the top of the tafferel to the fore part of the figure of the head	210	7
Extreme breadth	54	3½
Depth in the hold	19	10

1702 On the 8th of March his majeſty King William III. died at Hampton Court in the 52d year of his age. The ſtate of the royal navy as it ſtood at this time, conſiſted of two hundred and fifty-ſix ſail, including every deſcription of veſſels*.

ANNE.

The firſt ſtep relative to naval affairs taken by Queen Anne was, to revive the office of lord high admiral, to which poſt ſhe appointed her conſort Prince George of Denmark, with a council under him†.

On the 4th of May, war was declared againſt France.

Early in May rear admiral Sir John Munden was ſent with a ſquadron‡ to cruize off and intercept ſome French ſhips of war, which were lying in the Groyne, bound to the Weſt Indies.

On the 28th of May, the admiral being between Cape Prior and Cape Ortegal, diſcovered fourteen ſail cloſe under the land, and inſtantly gave chace, but they outſailed him very much, and eſcaped into the Groyne. Sir John Munden finding nothing beneficial could be done on the coaſt of Spain, proceeded in compli-

* Appendix, Chap. I. No. 7.
† Appendix, Chap. IV. No.
‡ Eight ſail of the line, a fifty gun-ſhip, and two frigates.

ance

[illegible]

A.D. 1702 rine and St. Mary. It being found difficult to approach Cadiz, while the Spaniards were in poſſeſſion of Matagarda Fort, oppoſite to the Puntal, it was ordered to be attacked, but the attempt miſcarried, and the troops were re-embarked, with the intention to return home.

Captain Hardy, in the Pembroke, having been ſent to water in Lagos Bay, received intelligence from Mr. Methuen, her majeſty's envoy at Liſbon, that the galleons from the Weſt Indies had put into Vigo, under convoy of a French ſquadron. Captain Hardy immediately ſailed in queſt of the fleet, which on the 7th of October he fell in with, and communicated this important intelligence to the admiral. Sir George Rooke called a council of war, wherein it was reſolved to make an immediate attack on the enemy, in the port of Vigo. A ſtrong gale of wind drove the fleet to the northward of Cape Finiſterre, which prevented their getting off that place before the 11th of October. The paſſage into the harbour was extremely narrow, and well defended by batteries on both ſides; a ſtrong boom was laid acroſs the entrance, at each end of which was moored (with chains) a ſeventy-four gun ſhip; within it were five ſhips, from ſeventy to ſixty guns, with their broadſides to the ſea, to defend the paſſage. There not being water ſufficient to admit the ſhips of the firſt and ſecond rates into the harbour, Sir George Rooke, and the other admirals, ſhifted their flags into ſmaller ones. Fifteen ſail of Engliſh, and ten Dutch ſhips of war, with all the frigates, bomb-veſſels, and fire-ſhips, were ordered to be ready to force the paſſage into the harbour, ſo ſoon as the troops which had been landed under the Duke of Ormond and Lord Shannon ſhould make themſelves maſters of the batteries. This was fortunately accompliſhed much ſooner, and with leſs reſiſtance than could have been expected; from the miſconduct of the Spaniſh governor, who indiſcreetly ſallied from the fort, and was repulſed; this gave the Britiſh grenadiers an opportunity of ruſhing in ſword in hand, and inſtantly diſplayed the flag of their nation, which was no ſooner perceived by the Engliſh ſquadron, than Vice Admiral Hopſon *, in the Torbay, with a

* The queen, as a ſenſe of her approbation of the conduct of the vice admiral, conferred on him the honour of knighthood, with a penſion of five hundred pounds per annum, and a reverſion of three hundred pounds per annum to his widow.

preſs

prise of a frigate [illegible], and was followed by the rest of the squadron. The Torbay was driven by a hurricane, [illegible] have been destroyed, but for the uncommon exertion of her officers and crew; it was thought that [illegible] one hundred and fifteen men killed and wounded. [illegible] Alcide and Barfleur, of ninety guns each, which were opposed to the batteries at the entrance of the harbour, received some damage, but their loss in men was inconsiderable. Of the troops, only two lieutenants and thirty men were killed, and four lieutenant-colonels wounded.

1761

This proved a material loss to the naval power of France; the ships they burnt, were seventeen men of war, viz.

French ships burnt and run ashore.

Ships.	Guns.
Le Foudroyant	80
L'Entreprenant	64
Le Protecteur	62
Le Sublime	56
La Dauphine	40
L'Intrepide	22
Le Chiquette	8
	334

Le Favori, fire-ship

Eight above-[illegible]

Taken by the English and brought home.

Le Prompt	70
Le [illegible]	[illegible]
L'Esperance	70
L'Alcide	60
[illegible]	[illegible]
[illegible]	[illegible]

[illegible] de Dieppe.

Le [illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

A.D. 1702 Six galleons were taken by the Engliſh, and five by the Dutch, who ſunk ſix. The galleons had on board twenty millions of pieces of eight, beſides merchandize, which was thought of equal value. Of the ſilver, fourteen millions were ſaved, of the goods about five. Four millions of plate were deſtroyed, with ten millions of merchandize; and about two millions in ſilver and five in goods were brought away by the Engliſh and Dutch.

Soon after the action Sir Cloudeſley Shovel, who had been ſent out with a ſquadron to intercept the galleons, joined Sir George Rooke. The admiral left him to complete the deſtruction of ſuch French ſhips as were not in a condition to be brought off, and to bring home the prizes; a ſtrong ſquadron was appointed for this ſervice, and the admiral with the reſt of the fleet returned to England.

On the 24th of June Commodore Leake ſailed with a ſquadron for Newfoundland, to protect our own trade and to deſtroy that of the enemy. The Commodore executed his inſtructions with ſo much ſucceſs, that by the end of October he had taken twenty-nine ſail of French ſhips and burnt two; beſides which he burnt and deſtroyed all the fiſhing-boats and ſtages, together with a fort in the iſland of St. Pierre. This ſervice was conſidered of the greateſt importance, as it completely ruined their fiſhery, and broke up that uſeful and extenſive nurſery for ſupplying the French navy with ſeamen.

On the 11th of July Vice-Admiral Benbow ſailed from Jamaica with ſeven ſail of men of war, in hopes to join Rear-Admiral Whetſtone, who had been ſent from England with a reinforcement, and to endeavour to intercept a French ſquadron which had ſailed under M. Du Caſſe. The admiral on the 10th of Auguſt being off Donna Maria bay, received advice that Du Caſſe had ſailed for Carthagena and Porto Bello. He inſtantly went in queſt of him, and on the 19th in the evening diſcovered, off Santa Martha, ten ſail of ſhips. On his nearer approach, he found the beſt part of them to be French men of war, four ſhips from ſixty to ſeventy guns, one great Dutch ſhip of about thirty or forty, and another full of ſoldiers, the reſt ſmall ones and a ſloop. They were ſteering along ſhore under their topſails. The admiral made the ſignal to form the line of battle ahead, and bore away under an eaſy ſail, that thoſe aſtern and to leeward might the more readily

head[illegible] the [illegible]. [illegible] taken not to make the [illegible] [illegible], [illegible] [illegible] [illegible] [illegible] in the rear [illegible] [illegible] and [illegible]. After exchanging [illegible] [illegible] D[illegible] [illegible] [illegible] [illegible] [illegible] the ship in the rear [illegible] [illegible] alacrity [illegible] [illegible] turned [illegible] [illegible] [illegible] and [illegible], he gave [illegible] [illegible] both [illegible].

On the [illegible], at daybreak, [illegible] himself close to the [illegible], with only the R[illegible] near enough to support him [illegible] [illegible] engage [illegible]. The brave [illegible], not intimidated by the cowardly conduct of [illegible] had [illegible] deserted him, pursued the enemy, who [illegible] every effort to escape. The Re[illegible] was [illegible] that he was obliged to order her to P[illegible] R[illegible]. On the morning of the 29th, he [illegible] [illegible] ship, [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Captain [illegible] [illegible] very

D

A.D. 1702 " ſtrong; and that, from what was paſt, he might gueſs " he could make nothing of it." This expreſſion Kirby did not deny having made at his trial. The admiral ſent for the other captains of his ſquadron, and finding the majority concurred in the opinion of Kirby, he thought proper to return with the ſquadron to Jamaica. Here the admiral was joined by Rear-Admiral Whetſtone, to whom he iſſued a commiſſion to aſſemble a court-martial for the trial of thoſe captains who had ſo ſhamefully deſerted him in battle. The captains, Kirby and Conſtable, were the firſt tried: the former was accuſed of cowardice, breach of orders, and neglect of duty; theſe crimes being fully proved, he was condemned to be ſhot. The latter was acquitted of cowardice; but the other charges being fully proved, he was ſentenced to be caſhiered and impriſoned during her majeſty's pleaſure. Captain Wade was the next tried under the ſame charges with Kirby, which being proved; and that he was alſo drunk the whole time of the action, he was condemned to be ſhot. Captain Hudſon died a few days previous to his trial, by which he eſcaped the fate of his aſſociates. The Captains, Vincent and Fogg, were tried for having, at the perſuaſion of Kirby, ſigned a paper not to fight the French. The fact was proved; but the admiral declaring, that although they had been miſled by Kirby, ſtill they behaved very gallantly during the action: this had ſo much weight with the court that they mitigated the ſentence; but for the ſake of diſcipline it thought proper to ſuſpend them, until the lord high admiral's pleaſure ſhould be known.

On the 4th of November Vice-Admiral Benbow died of the wounds he had received in the battle.

Previous to the admiral's death he received the following letter from the French admiral, which proves the little proſpect he had of eſcaping, viz.

" SIR,

" I had little hopes, on Monday laſt, but to have " ſupped in your cabin; but it pleaſed God to order it " otherwiſe; I am thankful for it. As for thoſe cowardly " captains who deſerted you, hang them up; for by G— " they deſerve it.

" Your's,

" DU CASSE."

In

In the ſummer of this year Commodore Beaumont cruized with a ſquadron of Engliſh and Dutch ſhips off Dunkirk, to block up M. Pointis, who, at the death of Du Bart, ſucceeded to the command of the French ſquadron in that port. A.D. [illegible]

The parliament voted [illegible] ſeamen [illegible] the enſuing year; and towards [illegible] the [illegible] 3,5[illegible]

O[illegible] Admiral Benbow [illegible] from the Weſt-Indies, [illegible] Admiral Benbow's ſquadron [illegible] ſtation to be commanded in the [illegible] A [illegible] preſent [illegible] without [illegible] The [illegible] [illegible] them [illegible]

In [illegible] Captain H[illegible] Walker [illegible] leeward iſlands. [illegible] and [illegible] Lord C[illegible] iſland of G[illegible] [illegible] to the [illegible] [illegible]

[illegible] of [illegible] [illegible]

[illegible] admiral [illegible]

A.D. 1703 ſuffered the enemy to eſcape, whoſe ſhips were extremely foul, being part of Du Caſſe's ſquadron who had engaged admiral Benbow in the Weſt-Indies. On the 12th of May he arrived at Barbadoes, and proceeded from thence to Jamaica. The firſt thing he did there was to call a ſurvey of the ſhips under his command, which proved to be very defective. This, together with ſome differences that aroſe between him and ſome of the principal planters in the iſland, determined the admiral to return home. Accordingly, having left ſome ſhips for the protection of the trade, he ſailed with the reſt. On the admiral's arrival in England, either from his own miſconduct or a combination of unlucky circumſtances, he was diſmiſſed from her majeſty's ſervice by a vote of the houſe of commons.

Early in the ſummer of this year the grand fleet, under the command of Admiral Sir George Rooke, cruized in the Soundings for the protection of the trade. During the cruize a French ſhip of war of thirty-ſix guns, an Eaſt-Indiaman, worth 100,000l. and ſeveral Weſt-Indiamen were taken. On the admiral's return into port, he found his health ſo much impaired that he reſigned the command.

Sir Cloudeſley Shovel was appointed his ſucceſſor, and on the 1ſt day of July ſailed from St. Helens with the combined fleet, conſiſting of thirty-five Engliſh and twelve Dutch ſhips of the line. The admiral had under him Vice-Admiral Leake, Rear-Admiral Bing, and Sir Stafford Fairborne, with three Dutch admirals. The fleet proceeded to Liſbon and the Mediterranean with upwards of two hundred and thirty ſail of merchantmen under its convoy. Having eſcorted the trade in ſafety to its place of deſtination, the admiral put into Leghorn to water and refit; from thence he detached Rear-Admiral Bing to Algiers, and ſent Captain Swanton to Tunis and Tripoli, to renew the peace with thoſe piratical ſtates. The chief object of this expedition was to aſſiſt the Cevenois, inhabitants of the province of Languedoc, who being proteſtants, had been perſecuted into a revolt, and implored the aſſiſtance of the maritime powers. Sir Cloudeſley Shovel finding every attempt to give them ſuccour ineffectual returned to England. On the 16th of November, the fleet being off the Iſle of Wight, the Orford, Warſpight, and Litchfield gave chace to a French man of war,

and

[illegible] at eight o'clock at night began to engage her; the action continued till two in the morning, when the Frenchman struck. She proved to be the Hazardous of fifty guns, and three hundred and [illegible] men, commanded by M. de la Rue. A.D. 1703

During the absence of the grand fleet, information was received that a considerable fleet of French merchantmen with their convoy were in Cancalle bay. They were therefore sent to Rear-Admiral Dilkes, who was then at Spithead with a small squadron to sail immediately in pursuit of them, which he did on the 24th of July. After taking on board pilots from Jersey, he stood over to the coast of France, and at day-light on the [illegible] discovered the enemy at anchor about a league to the westward of Granville; upon his approach they got under sail and stood in for the shore. The Rear-Admiral pursued them as far as the pilots would venture. The convoy consisted of [illegible] merchantmen and three men of war. The ships of war followed them as far as the depth of water would permit; the admiral then ordered the boats of the fleet to be manned and sent to attack the enemy, by which means fifteen sail were taken, six burnt, and three sunk; the rest by this time had got into too shoal water near the land. [illegible] to cover the [illegible]; [illegible], on the 27th, from the [illegible], it was [illegible], [illegible] of war, that two [illegible], two [illegible], and [illegible] of the squadron [illegible] to [illegible]. To complete the enterprize the admiral undertook [illegible] in person, which he most effectually executed. Two of the men of war were burnt, one of [illegible] the other [illegible] fourteen guns, [illegible]. [illegible] merchant ships were [illegible] [illegible] of [illegible].

For this [illegible] service the queen ordered gold medals [illegible], and present to the admiral and [illegible] officers.

On the 26th of November, about [illegible] at night, a most violent storm arose from the west-south-west, attended with [illegible]. In this storm [illegible] men of war, with [illegible] were drowned, and [illegible]

A.D. 1703 Beaumont, who was at anchor in the Downs, where his ſhip foundered[x].

The miſchief done in London was computed at not leſs

[x] The following is the beſt account that can be given of the particulars of this great loſs:

The Reſtoration, a fourth rate, Captain John Anderſon, loſt at Yarmouth. The captain, the ſurgeon, the clerk, and 44 men ſaved; the reſt of the crew drowned, being 175.

The Vanguard, a ſecond rate, ſunk in Chatham harbour, with neither guns nor men in her.

The Northumberland, a third rate, Captain Greenway, loſt on the Goodwin ſands; all her company was loſt, being 220 men, including 24 marines.

The Stirling Caſtle, a third rate, Captain Johnſon, on the Goodwin ſands, 70 men, of which were four marine officers, ſaved, the reſt were drowned, being 206.

The Mary, a fourth rate, Rear-Admiral Beaumont, Captain Edward Hopſon, on the Goodwin ſands, the captain and purſer ashore; one man, whose name was Thomas Atkins, ſaved; the reſt, to the number of 269, with the rear-admiral drowned. The eſcape of this Atkins was very remarkable. He ſaw the rear-admiral, when the ſhip was breaking, get upon a piece of her quarter-deck, from which he was ſoon washed off; and about the ſame time Atkins was tossed by a wave into the Stirling Caſtle, which ſinking ſoon after, he was thrown the third man into her boat, by a wave which washed him from the wreck.

The York, a fourth rate, Captain Smith, loſt at Harwich; all her men ſaved except four.

The Mercury bomb, a fifth rate, Captain Raymond, on the Goodwin ſands; all her company loſt, being 65.

The Eagle, advice boat, a ſixth rate, Captain Boſtock, loſt on the coaſt of Suſſex; all her company, being 45, ſaved.

The Reſolution, a third rate, Captain Leſlie, on the coaſt of Sussex, all her company, being 221, ſaved.

The Lichfield prize, a fifth rate, Captain Chamberlain, on the coaſt of Suſſex; all her company, being 1[illegible], ſaved.

The Newcaſtle, a fourth rate, Captain Carter, loſt at Spithead; the captain and 30 men ſaved, and the reſt, being 193, drowned.

The Vulture's fireſhip, a fifth rate, Captain Padden, at Spithead, all her company, being 50, ſaved.

The Reſtoration, a third rate, Captain Emmes, on the Goodwin ſands; [illegible] men, not one ſaved.

Sir Cloudeſley Shovel was lying in the Downs with ſeveral large [illegible], which [illegible] in the utmoſt danger; he cut his maſts in the [illegible], which ſaved the ſhip from running on the Gallopper of the [illegible] which he was then in view. Sir Stafford Fairborne had [illegible] for the red, flying in the Association, in which he was [illegible] Gunfleet ſands, and then to Copenhagen, from which [illegible] home in the next year. The Revenge was [illegible] and with much [illegible] after driving ſome [illegible], [illegible] over Medway; the Raſtel, [illegible] over to Holland; and the Darter, [illegible] on the Gallopper, drove [illegible] to the Nore. Campbell's Lives of the Admirals [illegible]

than

[illegible], and [illegible] upwards of one hundred and fifty thousand pounds. The English [illegible] was [illegible] and [illegible]. A public fast was [illegible], and [illegible] the Commissioners appointed [illegible] the [illegible] had [illegible] as if they had been [illegible]. A.D. 1693

The [illegible] of commerce [illegible] by this [illegible] directions [illegible] ships as [illegible] the expence of [illegible].

In the month of October [illegible] with a [illegible] Holland [illegible] Admiral [illegible] before [illegible] by [illegible].

The Dutch [illegible] the Admiral [illegible] great [illegible] Dunkirk [illegible] on the [illegible].

On the [illegible] of January [illegible] Rooke, [illegible] Southern [illegible] Commissioners [illegible] A [illegible] [illegible]

[illegible]

[illegible]

A.D. 1704 of Portugal, by the King of Spain; to which the admiral replied, that his majesty, so long as he should be on board, might command the flag to be struck when he pleased; but that whenever he left the ship, he was himself admiral, and obliged to execute his commission by immediately hoisting his flag. This, and some other reasons, satisfied the King of Spain, as well as his Portuguese Majesty; so that the flag of England was no longer struck than the standard of Portugal*.

Two days after, in compliance of the resolutions of a council of war, the admiral dispatched Rear-Admiral Dilkes with a squadron of ships of war†, to cruize off cape Spartel. On the 12th of March he discovered four sail standing to the N. E. After a short chace and a brisk running fight, in which the enemy had many men killed, three of them struck‡. Two were galleon men of war, from St. Sebastian's, bound to Cadiz, laden with naval and military stores, commanded by Don Diego Bieuna, who had a commission as commodore over all the West-India fleet.

Not long after Sir George Rooke had sailed, the British court received intelligence that the French were very busy in equipping a powerful fleet at Brest. Orders were therefore immediately given to fit out a strong fleet, the command of which was given to Sir Cloudesley Shovel, admiral of the white, who had under him Sir Stafford Fairborne, vice-admiral of the red, and George Bing, Esq. rear-admiral of the same squadron. The admiral was instructed to look into Brest, and if he found the French fleet had sailed, he was instantly to proceed and join Sir George Rooke. On the 16th of June this junction was effected off Lagos. On the 17th day of July it was resolved, in a council of war held in Tetuan road, to make a sudden and vigorous attack upon Gibraltar. On the 21st

* Campbell's Lives of the Admirals, vol. 3. page 59.

	Ships.		Guns.
†	Kent	-	70
	Bedford	-	70
	Suffolk	-	70
	Antelope	-	60
	Panther	-	60

‡ Porta Celi 60
St. Thomas 60 (Coming into Lisbon, most fortunately saved)
Ship - 54

the

the fleet entered the bay, and in order to cut off all communication between the Rock and the Continent, the Prince of Hesse was directly landed on the Isthmus with 18[illegible] marines. His highness having taken poſt there, ſummoned the governor to ſurrender the fort, who anſwered that he would defend the place to the laſt. At [illegible] on the 22d the ſignal was made to cannonade the [illegible], and in five hours the enemy were driven from the batteries on the New Mole, which the admiral no ſooner obſerved, than he ordered all the boats of the fleet to be manned [illegible], and to proceed under the command of Captains Hood and Jumper to take poſſeſſion of the fort, which they effected with great bravery, but not without [illegible] a conſiderable loſs. The Spaniards, [illegible] a mine. By this dreadful accident, [illegible] were [illegible] and [illegible] preſent the [illegible] poſt [illegible] forts, where two [illegible] and [illegible] ſeamen, under Captain Wm. [illegible], the [illegible] forts, a [illegible] New [illegible] and [illegible], upon which the admiral [illegible] the [illegible], who on the 24 [illegible] and the Prince of Heſſe [illegible] poſſeſſion of the place.

In this enterprize all two [illegible] and fifty-[illegible] were killed, and [illegible] were wounded, among whom were [illegible] lieutenants.

The ships which were [illegible] were commanded by Rear-Admiral [illegible] and Dutch Admiral Vandervelden.

[illegible]

A.D. 1704 Sir George Rooke leaving the Prince of Heſſe, with as many men as he could ſpare to garriſon Gibraltar, ſailed with the fleet to take in wood and water at Tetuan.

On the 9th of Auguſt the admiral ſailed from thence up the Mediterranean in queſt of the French fleet, commanded by the Count de Toulouſe. On the 13th he diſcovered it off Malaga. At ten o'clock in the morning, Sir George Rooke bore down with the combined fleet*, in order of battle, and ſoon after the engagement began, which continued with unabating fury until two in the afternoon, when the enemy's van gave way, and was towed to leeward by their gallies. The action was maintained till night, when their whole fleet bore away. During the night the wind ſhifted, which brought the enemy to windward; the two following days Sir George Rooke endeavoured to force the enemy to battle, but they as cautiouſly avoided it, and at laſt bore away for Toulon.

The loſs ſuſtained by the Engliſh in this action amounted to ſix hundred and ninety one men, including two captains and two lieutenants. Five captains, thirteen lieutenants, and 1618 men wounded.

The Dutch had four hundred men killed and wounded.

The French were ſtill greater ſufferers, their loſs was one rear-admiral, five captains, ſix lieutenants, five enſigns, and about 3048 men; the Count de Toulouſe, and a great number were wounded.

After this action Sir George Rooke ſailed for Gibraltar, to refit the diſabled ſhips; he continued there eight days, and having left a ſupply of ammunition, &c. at that fortreſs, he proceeded to England, leaving Sir John Leake, with a ſquadron, to command in the Mediterranean.

The Spaniards, in the month of October, having formed a plan for the attack of Gibraltar, the Prince of Heſſe applied to Sir John Leake, who was then at Liſbon with the fleet, for ſuccour. On the 25th of that month the admiral ſailed to its relief, and on the 29th entered the bay, where he ſurpriſed and took three French Frigates, a fire-ſhip, corvette, and ſtore-ſhip, laden with warlike ſtores †. The Engliſh fleet arrived very opportunely, as the Spaniards had actually intended to have ſtormed the fort that night.

* Appendix, Chap. II. No. 6.

† One frigate of four-two, one of thirty, one of twenty-four, and a corvette of fifteen guns.

Sir John Leake remained in Gibraltar Bay for its protection, until he received advice that a ſtrong ſquadron had aſſembled at Cadiz. The admiral then put to ſea, and cruized for the protection of any forces that might be expected from Liſbon for that place. Early in December the Antelope and Newcaſtle arrived with a fleet of tranſports, on board of which was a [illegible] thouſand troops for the garriſon. [illegible] a French ſquadron off Cape Spartel, conſiſting of twenty-four ſail of men of war, under the command of M. Pointis. The Britiſh convoy eſcaped under cover of the night. The arrival of theſe ſuccours made it no longer neceſſary for the fleet to remain either in the bay, or on the coaſt, which by long ſervice was become in a very bad condition; it was therefore reſolved, in a council of war, to ſail for Liſbon, to refit, where the admiral arrived the latter end of the month. A.D. 1704

Admiral Sir George Rooke, chiefly from political difficulties, quitted the naval ſervice.

The ſum of [illegible] was voted by parliament, for the building a wharf and ſtore-houſes in the dock-yard at Portſmouth.

Seamen voted for the ſervice of the enſuing year [illegible], including 8,000 marines.

The ſum of [illegible] was voted for the ordinary of the navy, and [illegible] for the extraordinary of the ſame.

On the 18th of December, the commiſſioners for Greenwich Hoſpital made a report to the lord high admiral, [illegible] and ready for the reception of [illegible] [illegible] appointed by warrant [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

A.D. 1705 In the month of January 1705 his royal highneſs appointed two chaplains and a third lieutenant.

Since this time the following officers, in addition have been appointed.

In 1708. The firſt maſter and governor.
1736. A ſecond captain.
1738. A fourth lieutenant.
1748. A fifth and ſixth lieutenant.
1756. A third captain.
1766. A ſeventh and eighth lieutenant.
1767. A fourth captain *.

Upon the reſignation of Sir George Rooke, Sir Cloudeſley Shovel was appointed vice-admiral of England, and admiral and commander in chief of the fleet; Sir John Leake vice-admiral of the white, Sir George Bing of the blue; Sir Thomas Dilkes rear-admiral of the red; William Whitſtone, Eſq. rear-admiral of the white, and Sir John Jennings rear-admiral of the blue.

Towards the latter end of January Sir George Bing ſailed with a ſmall ſquadron, to ſee the outward-bound trade clear of the channel, and then to cruize in the ſoundings. He ſtationed his cruizers in ſo judicious a manner, that they not only effectually protected the trade, but greatly annoyed that of the enemy; and were ſo fortunate as to capture a frigate of forty-four guns, twelve ſail of large privateers, and ſeven merchant ſhips very richly laden, moſt of them from the Weſt Indies†. This gave ſuch a check to the ſpirit of privateering in France, that they were afraid to venture into the Channel the remainder of the year.

The ſate of Gibraltar began to be very alarming; it was not only cloſely beſieged by a large French and Spaniſh army, but the bay was blocked up by a ſtrong French ſquadron, under the Baron de Pontis. The Prince of Heſſe diſpatched an expreſs to Sir John Leake, at Liſbon, to inform him of his ſituation, and to deſire his imme-

* Appendix.

Ships.	Guns.	Men.	Ships.	Guns.	Men.
† Thetis, frigate	44	250	Beringhen -	24	160
PRIVATEERS			Santpareil -	20	135
Defmaria -	36	240	Minerve -	16	92
Philipo -	32	220	Marveilleux	14	85
Certable -	30	210	Poſt-boy -	10	70
Voler -	20	210	Bonaventure	10	70
Royal -	26	290	Admirable -	12	75

diate

dance off Lance. Just at this time Sir Thomas Dakes arrived from England with a [illegible] men of war, and a [illegible] of troops. Thus reinforced, on the 5th of March, the vice-admiral hoisted his flag at Lisbon, and [illegible] the morning of the [illegible], being close in with Cape Finisterre, the fleet of the [illegible] observed the [illegible]. The admiral immediately gave chase, and [illegible] the afternoon, the whole were either taken or destroyed. The remainder of the French squadron had been driven from their anchors a few days previous to this, in a violent gale of wind, and had taken shelter in Muros Roads; but hearing the report of the guns, they slipped their cables, and made the best of their way to Toulon.

The grand fleet was put under the joint command of the Earl of Peterborough and Sir Cloudesley Shovel; it consisted of twenty [illegible] of the line, [illegible] frigates, fireships, bombs, [illegible] commanders received orders to proceed immediately to Barcelona. On the 11th of June they arrived in the [illegible], where they found Sir John Leake and his squadron, also the Dutch Admiral Allemande. On the 15th it was resolved, in a council of war, to put to sea with the combined fleets, then amounting to forty-eight sail of the line, and to cruize between Cape Spartel and the Bay of Cadiz, to prevent a junction of the French and Spanish squadrons. On the 22d they returned to the Straits; and on the 26th of June, [illegible] Sir John, combined with the Rhenish and [illegible] into the Mediterranean. On the 12th of August they anchored in the Bay of Altea, where it was determined to proceed to the attack of Barcelona. The next day the fleet appeared before the city. The troops were immediately landed under the command of Prince of Hesse, and the Earl of Peterborough. The Spaniards were [illegible] to co-operate with the army, [illegible] made the town [illegible] with the [illegible] captured. The [illegible] advantage. It was resolved in a council of war, that on

A.D. 1706

[illegible]

A.D. 1705 Cloudesley Shovel should proceed to England with part of the fleet, and the rest to be left in the Mediterranean, under the command of Sir John Leake. In pursuance of this resolution, Sir Cloudesley Shovel, with nineteen sail of the line, and part of the Dutch fleet passed the Straits on the 16th of October, and arrived at Spithead on the 26th of November following.

In spite of the vigilance of Sir Thomas Dilkes, who was cruizing with a squadron off Dunkirk, the Count de St. Paul contrived to slip out of that port, with five sail of French men of war, and as many privateers; he was likewise joined at sea by some other privateers. On the 20th of October St. Paul fell in with the English Baltic fleet, escorted by three men of war, which after a most gallant defence, were captured, together with the twelve merchantmen their convoy. The Count de St. Paul was killed in the action. It is related that when this news was told to Louis XIV. he said, "Very well, I wish they were all "safe in an English port, if that would restore me Monf. "de St. Paul."

The Elizabeth, Captain Cross, was taken by the French in the Channel, after a short resistance. On the 25th of August, he was tried by a court martial on board the Triumph: Sir George Bing sat as president. It appeared that he shewed the utmost signs of fear, which intimidated the men, and that if he had behaved as he ought to have done, the enemy might have been repulsed, and the ship saved. He offered several things in his defence, such as that his surgeon was sick, and many of the men were drunk and would not do their duty; but upon a full hearing, he was declared guilty of neglect of duty, and sentenced to be cashiered, forfeit all the arrears due to him, and to remain a prisoner for life; the latter part of the sentence was mitigated.

Early in the spring Rear Admiral Sir William Whitstone was sent to the West Indies with seven sail of men of war, and arrived at Jamaica on the 17th of May. Soon after the admiral received intelligence that a squadron of the enemy's ships was on the coast of Hispaniola, and that several rich ships were expected shortly to sail from New Spain. Upon this he put to sea, and cruized for some time off Carthagena, in hopes of intercepting them; but not meeting with any other success than taking a French ship from the coast of Guinea,

A.D. 1706 powered and directed to make ſearch after ſeamen that lay concealed.

2d, That the ſaid juſtices and civil magiſtrates cauſe ſuch ſeamen, when found, to be delivered to ſuch perſons as ſhould be appointed to receive them.

3d, That a penalty be laid on ſuch perſons as ſhould preſume to conceal them.

4th, That a reward be given to ſuch perſons who ſhall diſcover and take up ſuch hidden ſeamen.

5th, That conduct-money be allowed.

6th, That ſeamen being turned over from one ſhip to another ſhall receive the wages due on a former ſhip.

7th, That able-bodied landmen be raiſed for the ſea ſervice.

A proclamation was alſo publiſhed for the better putting in execution the above act of parliament.

Sir John Leake, while refitting the Engliſh and Dutch fleets in the Tagus, received intelligence, that the galleons fitting at Cadiz for the Weſt-Indies were nearly ready for ſea. An embargo was laid upon all ſhips from ſailing out of the river to prevent intelligence reaching the enemy of the motions of the Engliſh fleet, and the greateſt expedition was made for its being got in a ſtate to ſail. On the 24th of February Sir John Leake got under weigh; but when he arrived abreaſt of St. Julian's caſtle, ſeveral ſhot were fired at him, and he was obliged to anchor. Upon enquiring the reaſon of this extraordinary conduct, the governor pretended that it was done in purſuance of the order of embargo. This cauſed a conſiderable delay, ſo that the admiral did not arrive off Cadiz before the 28th, when, to his great mortification, he learnt that the galleons had ſailed the preceding day with a ſtrong gale from the eaſt. He inſtantly crouded ſail after them; but finding that there was no proſpect of overtaking them, he gave up the purſuit, and proceeded with the fleet into the Mediterranean. It was the middle of March before the admiral arrived in Gibraltar bay; when he received intelligence that the count de Toulouſe had appeared before Barcelona with a large ſquadron, in order to ſupport M. Teſſe, who had marched to attack it with a numerous army. Sir John Leake having been joined by ſix Engliſh, and as many Dutch men of war, in the beginning of April ſailed for the relief of Barcelona, with thirty ſail of the line. On the

18th

18th he arrived in Altea bay, where he was joined by Sir George Byng and Commodore Walker. On the 20th the Earl of Peterborough came on board the St. George, and hoiſted the union flag as admiral and commander in chief of the fleet. On the 27th they appeared before Barcelona, which ſo much alarmed the Count de Thoulouſe, that he abandoned his enterprize and ſailed for Toulon; two days after M. Teſſe raiſed the ſiege. Sir George Byng ſailed to Alicant and ſoon reduced that place, and Carthagena alſo ſubmitted. In the month of September Sir John Leake compelled the iſlands of Majorca, Ivica, and [illegible], to acknowledge King Charles III. as their ſovereign. This monarch, in a very handſome letter to Sir John Leake, profeſſes himſelf extremely grateful for the eſſential ſervices he had done him, and expreſſed the higheſt ſatiſfaction at his conduct on all occaſions. On the 23d of September the admiral ſailed for England; and on the 4th of October, after having paſſed the ſtraits, he detached Sir George Byng with the winter ſquadron for Liſbon. On the 17th of the ſame month he arrived at Portſmouth. A.D. 1706

Before we leave the Mediterranean, it will be neceſſary to relate an action of ſome merit. On the 19th of April the Reſolution, of 70 guns, commanded by Captain Mordaunt, ſon to the Earl of Peterborough, who, with this earl and her majeſty's envoy to the Duke of Savoy, were on board on their paſſage to Genoa, was chaſed by ſix large French ſhips of war. The earl and envoy went on board the [illegible], which was in company, and made their eſcape [illegible]. The Reſolution had been much ſhattered [illegible]

[illegible]

A.D. 1706 with a ſpring on her cable, and began to open a heavy fire upon her. The officers finding there was no proſpect of ſaving the ſhip, and the water being up to the gun-deck, it was determined, with the conſent of Captain Mordaunt, to ſet her on fire, which was accordingly done, and ſhe was ſoon conſumed. The officers and crew got ſafe on ſhore.

On the 19th of June Vice-Admiral Sir Stafford Fairborne, with a ſmall ſquadron of men of war, bombarded Oſtend, and obliged the governor on the 25th to capitulate.

In the month of Auguſt Sir Cloudeſley Shovel ſailed with the grand fleet to Liſbon. Whilſt here the admiral appointed ſome of his ſhips to cruize, which in paſſing down the river were fired at from the forts. Greatly incenſed at this outrage, Sir Cloudeſley Shovel complained to the Portugueſe miniſtry, who advanced in excuſe, that the miſtake originated in the governor, who had orders to fire at and detain a Genoeſe ſhip, whoſe maſter had not paid the port charges. This excuſe was not admitted by the admiral, who was well informed that the ſhip alluded to was then lying at Liſbon, and not in a condition to ſail; he then gave them to underſtand that if ever ſuch an inſult was again offered to the Engliſh flag, he would not ſtay for orders from his miſtreſs, but take ſatisfaction from the mouth of his cannon.

About the middle of December Captain Coney in the Romney ſtood in to Malaga roads, and cut out a French ſhip of ſixteen guns, which was lying under the fort. On the 26th of the ſame month he gave chace to the Content, a French ſhip of ſixty-four guns, which for protection ran under the cannon of a ſmall fort, about eight leagues to the weſtward of Almeria bay. Captain Coney being now joined by the Milford and Fowey, ſtood in and anchored cloſe to the French ſhip; they engaged her very briſkly for two hours, when ſhe took fire, and ſoon after blew up, by which moſt of her crew periſhed.

In the Weſt-Indies the French attacked the iſlands of St. Chriſtopher's and Nevis; at the firſt they were repulſed, but obliged the governor of Nevis to capitulate, who with the inhabitants ranſomed the iſland for one thouſand four hundred negroes, or one hundred and forty thouſand pieces of eight. When the French retired from the iſland, they plundered the inhabitants and carried off a great number

of

[illegible] Soon after Commodore Kerr arrived with a considerable force at the Leeward Islands, and having released the British prisoners from the French, he sailed to join Rear-Admiral Walsingham at Jamaica. A.D. 1798

Towards the latter end of July the Commodore arrived at Port Royal. The admiral's fleet, [illegible] and [illegible] it was [illegible] to Carthagena, where they knew the [illegible] were [illegible] Admiral Sir William Parker [illegible] On the 28th he [illegible] to [illegible] to [illegible] King of Spain. At that [illegible] unlawfully, but [illegible] he [illegible] he knew no [illegible] but [illegible] and that [illegible] the world other. The [illegible] was to [illegible] fifteen [illegible] which were [illegible] the [illegible] pilots [illegible] [illegible] and [illegible] [illegible] and [illegible] that it would be [illegible] whether there would be water enough for the large ships to go in.

[illegible] pedition, returned to Jamaica, and [illegible] England with the [illegible] Commodore Kerr [illegible] the [illegible] of the squadron [illegible] Sir William Parker [illegible] at Carthagena [illegible]

[illegible]

[illegible] January, [illegible] 1799 [illegible] [illegible] [illegible]

[illegible] Mars, [illegible] Wind. [illegible] Dames, [illegible] Dames, [illegible] Captain W[illegible]

A.D. 1707 officer, drew five of the ſtouteſt merchantmen into the line, and fought bravely for two hours and a half. Many officers and men were killed on both ſides, and the ſhips very much ſhattered in their hulls, maſts, and rigging. Captain Acton of the Grafton was killed, and Captain Clements of the Hampton Court received a wound, of which he afterwards died. Theſe two ſhips were obliged to ſtrike. Captain Wilde finding himſelf hard preſſed by three of the line of battle ſhips, and having eleven feet water in the hold, came to the reſolution of running the ſhip on ſhore under Dungeneſs: from whence ſhe was ſoon after got off and taken into the Downs. During the engagement the ſmall men of war and privateers took twenty-two merchantmen, which they carried with the two men of war into Dunkirk. It is related, that while the enemy were plundering the Hampton Court, a midſhipman conveyed Captain Clements, who was mortally wounded in the belly, into the long boat, into which himſelf with ſeven of the ſailors crept through the ports, and cut the boat adrift, concealing themſelves under the thawtes, until they were out of reach of the ſhips, when they took to the oars and got ſafe into Rye harbour.

M. Forbin was further ſucceſsful in his depredations on the Engliſh trade. In the month of July he captured fifteen ſail of merchant veſſels coming from the Baltic, under the convoy of Captain Haddock, who eſcaped with the remainder into Archangel.

In the month of Auguſt the ſquadron on the Newfoundland ſtation, completely deſtroyed the French fiſhery, both on the banks and coaſt of that iſland; and four large ſhips armed for war were taken and burnt*.

On the 27th of the ſame month Sir Thomas Hardy was appointed to ſail with the Liſbon fleet, and to ſee it ſafe out of the Soundings. When he was about one hundred leagues to the weſtward of the Lizard, ſix French men of

Ships.	Guns.		Commanders.
Falkland	50	---	Captain John Underwood
Norwich	40	---	-- -- -- John Carlton
Medway		---	-- -- -- Richard Hughes

French ships taken or deſtroyed.

Ship of [illegible] guns	burnt
Ship of [illegible]	burnt
—	taken
—	taken

war

war* appeared in fight in the rear of the convoy, to which he gave chase. The admiral, finding he gained but little on the enemy, and the night approaching, a council was called, in which twelve captains gave as their opinion, that the admiral should give over the chase, and bear away to protect the convoy. For this conduct Sir Thomas Hardy, on his return to England, was brought to a court-martial, and honourably acquitted. A. D. 1707.

In the Mediterranean Sir Cloudesley Shovel sailed to Toulon, in order to treat and assist the Duke of Savoy and Prince Eugene, who had closely invested that place. On the 4th of August the French made a vigorous sally, and the allied army, which comprised the combined army, to raise the siege. France by this fortunate event saved the greater part of her maritime dominions, having at this time in the harbour of Toulon twenty-six sail of the line, besides frigates and small vessels. During the siege eight of the largest ships were destroyed with some of the bombs in the arsenal†.

* Squadron [illegible] M. D. [illegible]
† [illegible]
‡ [illegible]

A.D. 1707 Sir Cloudesley Shovel felt great disappointment at the failure of this expedition. He assigned Sir Thomas Dilkes a squadron of thirteen sail of the line for the Mediterranean service, and sailed with the rest for England. On the 23d of October the admiral struck soundings in 90 fathoms, the wind then blowing strong from the S. S. W. with hazy weather, he brought the fleet to. At six in the evening he made sail again under his courses, whence, it is presumed, he believed he saw the Scilly light; soon after he made the signals of danger, as did several other ships. The Association struck upon the rocks, called the Bishop and his Clerks, (some accounts say the Gilston rocks) she instantly went to pieces, and every soul perished. The Eagle, Captain Hancock, of seventy guns, and the Romney, Captain Cony, of fifty, shared the same fate. The Firebrand fireship was lost; but Captain Piercy and twenty-four of her crew saved themselves in the boat. The Phœnix fireship, commanded by Captain Sansom, was driven ashore, but was fortunately got off again. Sir George Bing, in the Royal Anne, was saved by the presence of mind of the officers and men, who in a minute's time set her top-sails and weathered the rocks. Lord Dursley, in the St. George, actually struck upon the same rocks with the admiral, but happily got off. The body of Sir Cloudesley Shovel was the next day cast on shore, and stripped by some fishermen, who buried it in the sand; but it was afterwards discovered and brought to Plymouth, from whence it was conveyed to London, and interred in Westminster Abbey, where a magnificent monument is erected by Queen Anne to his memory.

On the 19th of November Rear Admiral Sir Thomas Dilkes arrived in Leghorn roads, and demanded a salute of seventeen guns from the fort, which being refused, he wrote to the English envoy at the grand duke's court, who complained of the disrespect. The secretary of state sent him for answer, that the castle of Leghorn never gave the first salute to any flag under the degree of a vice-admiral; and as to the number of guns demanded, Sir Cloudesley Shovel, the admiral of the fleet of Great Britain, was content with eleven, and returned the same number. This dispute being adjusted, the admiral was invited to dine on shore, and in a few days afterwards, it was believed by many people that he had been poisoned. Upon the decease

[illegible] Rear-Admiral [illegible]

[illegible]

On the [illegible] of October [illegible]

[illegible] of war*, [illegible]

[illegible]

[illegible]

---

* [illegible]

A. D. 1707 ſailor, natives of England, were alſo found on board, and ſent priſoners to London, where they were tried for high treaſon.

Repeated complaints having been made by the Weſt-India merchants and planters againſt Commodore Kerr, who commanded at Jamaica, for refuſing them convoy, and alſo for exacting money from them for that purpoſe: The houſes of parliament preſented an humble addreſs to her majeſty, requeſting that he might be laid aſide; which requeſt her majeſty was pleaſed to comply with.

Sir John Jennings was next appointed to the command, which was for ſo ſhort a time that he had it not in his power to perform any thing remarkable. He was ſucceeded in the ſummer by Commodore Wager, whoſe ſquadron conſiſted of ten men of war*.

The ſum of 2,300,000l. was voted by parliament for the ſea ſervice of the enſuing year.

By an act of parliament paſſed this year, foreigners, who had ſerved for two years in her majeſty's ſhips of war privateer, or merchant ſhip, ſhould be entitled to Greenwich hoſpital.

1708 The French ſent an expedition from Dunkirk, in order to ſupport the Chevalier St. George (ſon to the Pretender) in his endeavours to land on the coaſt of Scotland. Sir George Bing was ſent thither in the month of March with a powerful fleet, which effectually defeated their deſigns. He took the Saliſbury, an Engliſh prize then in the French ſervice, with ſeveral perſons of quality on board, who had followed the fortunes of King James†.

About this time the lord high admiral made the following promotion of flag officers: Sir John Leake, to be admiral of the white, and admiral and commander in chief of her majeſty's fleet; Sir George Bing, admiral of the blue; Sir John Jennings, vice-admiral of the red; Sir John Norris, vice-admiral of the white; Lord Durſley, vice-admiral of the blue; Sir Edward Whitaker, rear-admiral of the red; and John Baker, Eſq. rear-admiral of the white.

Sir John Leake ſailed early in March with the grand fleet, and having eſcorted the outward-bound merchantmen

* Appendix, Chap. II. No. 7.
† Campbell's Lives of Admirals, vol. 3. page 186.

ſafe

ing to the weſtward of the channel, he proceeded to Liſbon, and arrived there on the 20th of the ſame month. On the 28th of April he ſailed into the Mediterranean. On the 11th of May, being about twenty leagues from Alicant, ſeveral veſſels were diſcovered. [illegible] the frigates that were in chaſe took a French man of war of twenty-four guns, with [illegible] [illegible] [illegible] with proviſions; the reſt were diſperſed. [illegible] French men of war which were [illegible] [illegible] continue on their [illegible] the [illegible].

A.D. [illegible]

On the 2d of July the Princeſs of Wolfenbuttle, whom Charles III. had eſpouſed, embarked on board the fleet at Genoa. After the Admiral had conducted the queen to Barcelona, he ſailed to Sardinia, which was ſoon reduced under the ſubjection of Charles III. [illegible] [illegible]. Nor [illegible] was the [illegible] [illegible] the [illegible] [illegible] the combined fleet to Minorca, [illegible] [illegible] Port Mahon [illegible] [illegible]. [illegible] he was joined by Lieutenant-General Stanhope with a body of troops from [illegible]. The [illegible] [illegible] [illegible] [illegible] war, that [illegible] [illegible] [illegible] others for a part of the [illegible] [illegible] [illegible] [illegible] ſhould have as much [illegible] [illegible] [illegible] ſpared to aſſiſt at the ſiege.

On the 10th of September Sir John Leake [illegible] [illegible] [illegible] [illegible] [illegible] England [illegible] [illegible] [illegible] [illegible] leaving the command with Sir Edward Whitaker at [illegible] Minorca, to cooperate with the army. [illegible] [illegible] [illegible] [illegible] were [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible].

On the 19th of October Sir John Leake arrived at St. Helens.

In the months of July and Auguſt a fleet, [illegible] [illegible] commanded by Sir George Byng, and [illegible] [illegible] [illegible] Dunkirk, was employed [illegible] [illegible] [illegible] [illegible] was alſo [illegible] [illegible] [illegible] commanded by Lieutenant-General Erle [illegible] [illegible] this expedition was [illegible] [illegible] [illegible] [illegible]

A.D. 1708 ſcent on their coaſt, and divide their attention from other operations. The alarm having ſpread, the coaſt was lined in all places that were acceſſible with troops and batteries, which rendered every attempt to make a deſcent impracticable. On the 4th of Auguſt Lord Durſley, in the Oxford, with ſix other men of war, ſailed to the weſtward to cruize in the Soundings; and on the 28th Sir George Bing returned to Spithead.

In the month of September Rear-Admiral Baker was ſent to Holland with a ſmall ſquadron to eſcort over the Archducheſs Mary Ann of Auſtria, ſiſter to the Emperor Joſeph, who was to be eſpouſed to the King of Portugal. On the 25th of the ſame month ſhe landed at Portſmouth. On the 6th of October her majeſty embarked on board the Royal Ann, Sir George Bing's ſhip, and arrived at Liſbon on the 16th. The admiral continued in the Tagus until the 27th of December, when leaving Sir John Jennings, he ſailed with ſix ſhips of the line to take the command in the Mediterranean.

Early in the ſpring Commodore Wager received certain intelligence that the galleons were about to ſail from Porto Bello to Carthagena, and from thence to the Havannah. He proceeded with a ſmall ſquadron* to cruize on the Spaniſh main to intercept them. On the 28th of May, about noon, ſeventeen ſail were diſcovered from the topmaſt-head. The commodore chaſed them till evening, when he obſerved that two were ſloops, one brigantine, and two French ſhips, which ſeparated and got off. The Spaniards, finding they could not weather the Baru, a ſmall iſland, which lay in their paſſage to Carthagena, reſolved to conteſt the matter, and drew out as well as they could in line of battle under an eaſy ſail.

Commodore Wager bore down on the Spaniſh admiral, and directed Captain Bridges, of the Kingſton, to engage the vice-admiral, and Captain Windſor, of the Portland,

Ships.	Guns.		Commanders.
* Expedition	60	---	Commodore Wager, Captain Long
Kingſton	60	---	Bridges
Portland	60	-	Windſor
Sw[illegible]	[illegible]	- -	[illegible]
[illegible]			

[illegible]

A.D. 1708 want of perſonal courage; but finding them guilty of a part of the 12th and part of the 14th articles of war, they were ſentenced to be diſmiſſed from the command of her majeſty's ſhips Kingſton and Portland*.

The Dunkirk's prize, Captain Purvis, being on a cruize off Hiſpaniola, chaſed a French ſhip, and ran her on ſhore near cape Francoiſe; but following her too cloſe, ſhe ſtruck upon a ledge of rocks and bulged; Captain Purvis with ſome of his men got upon a ſmall key, within ſhot of the French ſhip, which mounted fourteen guns, and had on board ſixty men; ſhe kept up a briſk fire upon the key, until Captain Purvis with his own boats and a canoe had prepared to board, when her commander called for quarter and ſurrendered, on condition that he and his crew ſhould be put on ſhore. Captain Purvis got the French ſhip off and returned in her to Jamaica.

A gallant exploit was alſo performed by Captain Colby, commander of a privateer ſloop. Being on a cruize on the Spaniſh main, he fell in with fourteen ſail of brigantines and ſloops, laden with valuable goods, taken out of the galleons at Porto Bello; they were bound to Panama, under convoy of a guard ſloop, which he bravely fought and took with ſix of her convoy. The Spaniards offered Captain Colby one hundred and eighty thouſand pieces of eight for the ranſom of the ſloop, which he refuſed.

Soon after Commodore Wager's return to Port Royal, Captain John Edwards arrived in the Monmouth, with the Jerſey and Roebuck from England; he brought out the commodore's commiſſion of rear-admiral of the blue, and orders for him to ſend home the Expedition, Windſor, Aſſiſtance, Dolphin, Dunkirk's prize, and Vulture fire-ſhip, which he did towards the end of September.

On the 27th of October a court-martial was aſſembled on board the Royal Anne at Spithead, to try Captain Edwards of the Cumberland, Captain Balchen of the Cheſter, and Captain Wilde of the Royal Oak, the two

* Members of the court-martial.

President.

Charles Wager, Eſq. Commander in Chief.

Captains.

Barrow Harris	Tudor Trevor
Humphrey Pudner	Stephen Hutchin
Henry Long	Abr. Tudor.

led to being taken by the French squadron under M. de Grasse [illegible] the preceding year, and the latter [illegible] his life. The Captains Edwards and Balfour were acquitted; Captain W[illegible] was [illegible], but declined [illegible]. A.D. 1783

On the 15th day of October [illegible] George [illegible] D[illegible], [illegible], in the [illegible] year of his age.

On the 28th of November his majesty was pleased to appoint the Earl of Pembroke, [illegible] Great Britain, &c. at the same time [illegible] Sir [illegible] the post of rear admiral of Great Britain, which had been vacant [illegible] Sir C[illegible], with this remark [illegible] "[illegible] people."

[illegible]

On the [illegible] of March, Captain [illegible], in the [illegible], of [illegible] guns, with [illegible] and [illegible] guns [illegible], bound to [illegible] morning, [illegible] S. W. [illegible] fell in with a French [illegible] Monsieur de Grasse [illegible] 1784

[illegible]

A.D. 1709 ſick; but on the appearance of the French ſhips, was carried upon deck in a chair, and wounded in the action; his firſt lieutenant was ſhot in the leg, which wound being dreſſed, he returned immediately to his quarters; the ſecond lieutenant and twenty-five men were killed and fifty-three wounded. The Hampſhire had two killed, and eleven wounded; the Aſſiſtance eight killed, and twenty-one wounded, among whom was Captain Tudor, who died of his wounds. From the damage which the French ſhips received, their loſs muſt have been very conſiderable.

On the 9th of April Lord Durſley, on his return into the channel, after having ſeen the Liſbon trade ſafe as far as he was directed, fell in with M. du Guay Trouin in the Achilles, with Le Glorieux; theſe ſhips the day before had taken the Briſtol of 50 guns. His lordſhip gave chace, retook the Briſtol, which, by a ſhot in her bread-room, ſunk ſoon afterwards; but all her crew, except twenty, were ſaved. The Glorieux, of 44 guns, and 312 men was taken; but the Achilles, though much ſhattered, eſcaped by her faſt ſailing. His lordſhip had about ſeventy men killed and wounded in the action.

Lord Durſley returned to Plymouth from his cruize on the 13th of May; during which, he captured beſides the men of war, a privateer of 14 guns and 100 men, and two or three merchantmen.

On the 18th of May the Falmouth, of 50 guns, commanded by Captain Walter Riddle, convoying home ſome ſhips laden with maſts from New England, was attacked by four French men of war about twenty leagues to the weſtward of Scilly. The commodore in a ſhip of 60 guns attempted to board the Falmouth, which Captain Riddle anticipated, by filling his head ſails, and lying the Frenchman athwart hawſe; in which ſituation he kept raking him fore and aft for the ſpace of an hour and a half with great effect. The French commodore at length diſentangled himſelf, and being weary of ſo cloſe a conteſt, made ſail in purſuit of the merchantmen, judging, from the diſabled ſtate of the Falmouth in her rigging and ſails, that ſhe was unable to follow him. Captain Riddle was however ſo alert in refitting, that he ſoon joined the fleet, when the Frenchman ſheered off, and he carried the whole of his convoy ſafe into Plymouth. The Falmouth had 13 men killed, and 36 wounded. Captain

Riddle

A.D. 1709 ſhire of 50 guns, two of the convoy, fell in with and were attacked by the French ſquadron, under M. du Guay Trouin, when, after a moſt ſevere and unequal conflict, the Glouceſter was obliged to ſtrike. The Hampſhire managed ſo ſkilfully as to beat off the enemy, and eſcaped into port in a very diſabled ſtate.

Rear-Admiral Wager was extremely careful of the trade in the Weſt-Indies. In the ſpring he ſent Captain Hutchins in the Portland to cruize off Porto Bello, and to protect the trading veſſels that were going to that port. About noon, on the 3d of May, Captain Hutchins diſcovered two ſail to windward bearing down to him; when they had approached within gun-ſhot, they diſcharged their broadſides, wore and ſtood off. Captain Hutchins purſued them all night, and at eight o'clock the next morning brought them to a cloſe engagement, which continued with great briſkneſs for ſome time; at length, the enemy finding they had very much crippled the Portland, made ſail and endeavoured to get off. Captain Hutchins was not in a condition to follow them till night, when it fell little wind, ſo that he was prevented from renewing the action until the 6th day in the morning. The enemy fought with great reſolution for two hours, when one of them ſtruck, a complete wreck. She proved to be the Coventry of 50 guns, formerly in her majeſty's ſervice. Her firſt captain was killed, the ſecond wounded, and a great ſlaughter among the men. The Portland had nine men killed, and twelve wounded. Her conſort was the Minion of the ſame force, which eſcaped, very much ſhattered.

In the autumn Rear-Admiral Wager was ordered home, and the command of the ſquadron devolved on Captain Tudor Trevor.

On the 25th of December the Solebay frigate and eight merchant veſſels under her convoy were loſt on Boſton-neck. Their crews periſhed, excepting a few who reached the ſhore in two boats.

The Sweepſtakes, of 32 guns, was taken in the channel by two French privateers.

The Earl of Pembroke, who acquitted himſelf much to the ſatisfaction of the nation, reſigned the office of lord high admiral. His lordſhip had refuſed a penſion of three thouſand pounds a year, when he quitted the admiralty.

[illegible] Prince George of Denmark, at the [illegible] Queen Anne; but it was now [illegible] A.D. 1702

[illegible] Hermann [illegible] the port of the Earl of Orford, who [illegible] the [illegible] but was [illegible] at a flag in the [illegible] chusetts. He [illegible] the [illegible] of Norwich [illegible] a woman for [illegible] of [illegible] and by [illegible].

[illegible] of November [illegible] a [illegible] of the [illegible] Matthew Aylmer, [illegible] and [illegible] Lord [illegible] Admiral, and Charles Wager, Esq. [illegible] Admiral [illegible] James, [illegible] Admiral [illegible] Wishart, [illegible] and [illegible]

In [illegible] 1703

[illegible] the royal navy.

[illegible]

A.D. 1710 but not without ſome loſs on our ſide; thirty-five men being either killed or wounded by an exploſion on board the French ſhip, the crew having laid a train of powder to blow her up when they left her.

On the 3d of May Captain Cleveland in the Suffolk, off the Faro of Meſſina, took Le Galliard, French ſhip of war of 56 guns; and not long after the Breda and Warſpight took the Moor, of 60 guns; being a very fine ſhip ſhe was added to the royal navy.

On the 29th of December the Pembroke, of 60 guns, commanded by Captain Rumſey, and the Faulcon, of 32 guns, commanded by Captain Conſtable, cruizing to the ſouthward of Nice, were attacked by three French ſhips of war. The Touloufe, a ſhip of 70 guns, came up with the Pembroke, and in leſs than half an hour the other two, one of 60, the other of 50 guns. The Pembroke made a moſt obſtinate and gallant defence, but was at length obliged to ſtrike; the enemy then purſued, came up with and took the Faulcon. Captain Rumſey and one hundred and forty men were killed. Captain Conſtable did not ſtrike until he was dangerouſly wounded in the ſhoulder, and had only ſixteen men able to ſtand at their quarters.

A ſquadron* was ſent out in the ſummer of this year, under the command of Captain George Martin, to diſpoſſeſs the French of their ſettlement in Nova Scotia. Captain Martin firſt ſailed to Boſton in New England, where he took on board two thouſand troops, under the command of Colonel Francis Nicholſon. On the 18th of September he proceeded to Port Royal; and on the 25th the landing was effected. On the 2d of October, after little reſiſtance, the French garriſon capitulated. Captain Martin, in honour of her majeſty, named this place Annapolis Royal.

The French were very great ſufferers this year on the coaſt of America, above fifty of their merchant ſhips were taken by the Britiſh cruizers and privateers. The Port-

Ships.	*Guns.*		*Commanders.*
* Dragon	50	—	Captain George Martin
Edinburgh	50	—	— — — Walter Riddle
Chester	50	—	— — — Thomas Matthews
Lowſtoff	32	—	— — — George Gordon
Feverſham	32	—	— — — Robert Paſton
Star, bomb		—	— — — Thomas Rochfort

land

[illegible] The Vaisseau was [illegible] the French [illegible] the coast.

In the month of August, Captain [illegible], in the Revenge, [illegible] and Captain George [illegible] Newfoundland, [illegible] with [illegible].

The act of parliament which had passed [illegible] against [illegible] navy, was at this time repealed. Many plans had been proposed [illegible] adopted.

By an act of parliament [illegible] was to continue for twenty years, [illegible] and [illegible].

In [illegible] land, [illegible] Portsmouth, [illegible] and [illegible]. The plan was [illegible] and M[illegible].

[illegible]

[illegible]

A.D. 1710 rear-admiral of the blue, and soon after Sir George Bing, admiral of the white.

On the 5th of December, 40,000 men were voted for the sea service for the ensuing year, and 120,000 for the ordinary of the navy.

By an act of parliament, any seaman in the merchant service, who had been disabled in defending or taking any ship, was deemed qualified to be admitted into Greenwich hospital.

1711 The operations of the combined fleet under the command of Sir John Leake, were confined to the defence of the English coast, and scouring the channel of French cruizers. Sir Thomas Hardy, rear-admiral of the blue, was sent with eight sail of men of war to block up the port of Dunkirk, where the enemy were fitting out some large privateers. The rear-admiral being soon after ordered from this station to convoy the Russian trade as far to the northward as the Orkneys, M. de Sous slipped out of Dunkirk with four large privateers, and falling in with the Virginia fleet, consisting of twenty-two sail, two of which he forced ashore, four escaped, and the rest were taken.

On the 27th of June, the Advice, of 46 guns, commanded by Lord Duffres, was attacked in Yarmouth roads by eight French privateers. His Lordship defended the ship with the utmost bravery; till being overpowered by numbers, two thirds of his crew killed, and himself dangerously wounded, with the ship a complete wreck, he was obliged to strike. The crews of the privateers, with great inhumanity, stripped both officers and men of their wearing apparel, and carried their prize with great triumph into Dunkirk.

In the spring Sir John Norris was succeeded in the command of the fleet in the Mediterranean by Sir John Jennings, where nothing of any importance happened. The admiral cruized for some time off Toulon, in order to intercept the Levant fleet, as well as to prevent any supplies from entering that harbour. Many of the ships being in want of provisions and stores, he proceeded to Port Mahon. Those that were left out to cruize, took two rich prizes from the Levant to Marseilles. The Hampton Court, and [illegible], chased two French ships of war, the Thou[illegible] and [illegible], each of 50 guns and 400 men. The Hampton Court came up with the first, which maintained an obstinate engagement for two hours, when her commander [illegible] killed by a musket shot. The Thouard escaped.

On

On the 22d of March, the Severn, Lyon, and Lime, near Martinico, in their passage to Guadaloupe, met four French ships of war, which they engaged with, and continued the action some time, when the French bore away. The Severn and Lime were very much shattered in their masts and rigging, but Captain Galfridus Walpole, in the Lyon, continued the chase, though he had his right arm shot off, and [illegible] men killed and wounded, and his ship much damaged. The Exeter, Captain Raymond, at that time coming up, [illegible] chase, and overtook one of the French ships, which, after a desperate engagement of two hours, [illegible] took the Pembroke, which the French had taken a short time before. The Exeter was so much disabled, that Captain Raymond could not take possession of his prize, and was obliged to let her go. A.D. 1711

In the month of November, the Resolution, [illegible] guns, was lost in a violent gale of wind [illegible] Mole of Leghorn, but the officers and crew were saved.

Commodore Littleton arrived at Jamaica the [illegible] of November in the last year, and [illegible] command in chief of the squadron. On the [illegible] of May following, the commodore [illegible] ship, which had been taken by the [illegible] M. Du Casse had arrived at Carthagena with [illegible] consisting of the St. Michael [illegible] the Griffin [illegible] and two [illegible]

On the [illegible] of July, Commodore Littleton [illegible]

A.D. 1711 and wool. Moſt of the money had been taken out of the galleon by M. du Caſſe, from whom they had parted company two days before in a gale of wind. She mounted ſixty braſs guns, and had on board 320 men. The Engliſh had one man killed and ſix wounded.

The commodore ſuſpecting that M. du Caſſe would proceed with his fleet to the Havannah, cruized off Point Pedro ſhoals, in hopes of intercepting him; but ſoon after receiving intelligence that a large French ſquadron had arrived at Martinico, he returned to Jamaica in order to protect that iſland. Here he found the Thetis, a French man of war, which had been juſt taken by one of his cruizers.

In the abſence of Commodore Littleton, M. du Caſſe got ſafe into the Havannah with his convoy.

In the month of June, the French at Martinico embarked a large body of troops on board ſome armed veſſels, for the purpoſe of making a deſcent on the iſland of Antigua; but by the vigilance of Captain Bourne in the Newcaſtle, their project failed. They, however, landed a ſmall body of troops on the iſland of Mountſerrat, and began to plunder the country; but being informed that Captain Bourne was on his way thither, they reimbarked, and retired with great precipitation. The Diamond and Panther being off the coaſt, captured three of their tranſports.

Early in this year the miniſtry having projected a plan for the attack of Quebec, and the reduction of the whole province of Canada, as well as to recover from them Placentia in the iſland of Newfoundland, equipped a ſtrong ſquadron, the command of which was given to rear-admiral Sir Hovenden Walker: the command of the land forces, which conſiſted of five thouſand men, was entruſted to General Hill. On the 3d of May this armament being ready, ſailed from Plymouth; it conſiſted of eleven ſail of the line, one frigate, two bomb ketches, and forty-one tranſports with troops, &c.* On the 24th of June the fleet arrived at Boſton in New England; † where ſo much time

* Appendix, Chap. II. No. 8.

† While at Boſton, the admiral tried by a court-martial Captain Soame of the Dunkirk, and Captain Butler, of the Diamond, for having, with a ſpirit ſo out of obeyed his orders, by chaſing a ſtrange ſail, and thereby parted company with the fleet. As Captain Soame had joined the next day, he was only cashiered three months pay; but Captain Butler never having been ſeen at the fleet, till its return to Antigua, was diſmiſſed the ſervice.

A.D. 1711 fail annually from Manilla to Mexico. She engaged the privateers about half an hour, and then ſtruck. She mounted 20 guns, was 400 tons, and had on board two millions of pieces of eight. Soon after they fell in with, and attacked the largeſt of the Acapulca ſhips; ſhe was 900 tons burthen, and had on board 600 men; they engaged her for two days without making any impreſſion on her, when all their hopes of ſucceſs vaniſhed, and they made the beſt of their way to the Eaſt-Indies. Theſe ſhips touched at the iſland of Juan Fernandez for refreſhments, where they found a Scots ſeaman, named Alexander Selkirk, who they brought with them to England, having reſided near five years on this uninhabited and unfrequented ſpot.*

In the month of September, the Queen granted a charter to a company of merchants trading to the South ſeas.

For the ſervice of the enſuing year, 40,000 ſeamen were voted, including 8000 marines; and the ſum of 180,000l. was granted for the ordinary of the navy.

1712 Sir John Leake commanded the grand fleet this year; the only ſervice it performed, was to convoy a body of troops under the command of Lieutenant-General Hill, over to Dunkirk, to take poſſeſſion of it, and demoliſh the harbour and fortifications; the Britiſh plenipotentiaries inſiſting on this as a preliminary ſtep to a peace, which at this time was negotiating at Utrecht.

Sir Thomas Hardy cruized with a ſquadron in the Soundings for the protection of the trade. He captured ſix large French armed merchant ſhips outward bound, which were richly laden; they were afterwards given up, although taken before any orders were iſſued for the ſuſpenſion of hoſtilities. The adminiſtration, as a recompence to the captors, ordered them to be paid a ſum of money, which was very inadequate to what they otherwiſe would have received.

Vice-admiral Baker was ſtationed on the coaſt of Portugal, where he chaced and drove aſhore a Spaniſh ſhip of 60 guns; but blowing too hard for his boats to land and take poſſeſſion of her, ſhe was plundered by the inhabitants. The vice-admiral complained of this outrage to the Court of Portugal, but obtained no redreſs.

* From the hiſtory of this man, Daniel de Foe is ſaid to have conceived the idea of writing the adventures of Robinſon Crutoe.

Sir

[illegible]

[illegible]

A.D. 1713 France to keep poſſeſſion of Cape Breton; to have a right to catch fiſh on the banks of Newfoundland, and liberty to dry them on that part of the coaſt from Cape Bonavista to the northern part of the iſland, and down the weſtern coaſt as low as Point Rich.

1714 The ſtatute of the third year of King Edward the Firſt, reſpecting wrecks at ſea, was confirmed; and in addition to it, that in caſe either the queen's or merchants ſhips, riding at anchor near the wreck, ſhould neglect to give aſſiſtance when demanded, the commander of ſuch ſhip ſhall forfeit one hundred pounds to the proprietors of the ſhip in diſtreſs. And for the encouragement of ſuch as ſhall aſſiſt, a reaſonable reward ſhall be paid from the proprietors; and in default of ſuch reward, the ſhip and goods ſhall be detained until gratification is given. This act was made perpetual in the next reign.

An act of parliament paſſed, providing a public reward for ſuch perſon or perſons as ſhall diſcover the longitude at ſea. The bill was brought into the houſe at the joint petition of Mr. Wiſton and Mr. Ditton, founded on the opinion of Sir Iſaac Newton, and Dr. Halley. By this act the board of admiralty, the ſpeaker of the houſe of commons, and other great officers, by virtue of their offices, are conſtituted commiſſioners for trying and judging of all propoſals, experiments, and improvements relating to the longitude; and any five of them are empowered to act. Theſe being ſatisfied of the probability of the diſcovery, are directed to certify their opinion to the commiſſioners of the navy, who are authorized to make out a bill for any ſum not exceeding two thouſand pounds, as the commiſſioners of the longitude ſhall think neceſſary for making the experiments; who ſhall report how far they have ſucceeded. If the diſcoverer of the longitude determines it to one degree, or ſixty geographical miles, he is to be rewarded with ten thouſand pounds; if to two-thirds of a degree, fifteen thouſand pounds: and if to half a degree, twenty thouſand pounds.

The emperor Charles the Sixth, firſt granted commiſſions to ſhips fitted out at Oſtend, to trade to the Eaſt Indies; which was very prejudicial to the Engliſh and Dutch Eaſt-India companies.

On the 1st of Auguſt Queen Anne died at her palace at Kenſington.

[illegible]

[illegible]

Queen Anne's bounty.

[illegible] of 12 tuns	-	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10
2½ tuns	-	[illegible]	15	11	[illegible]	21	[illegible]	3
3½ tuns	-	[illegible]	[illegible]	1	[illegible]	[illegible]	16	[illegible]
[illegible] tuns	-	[illegible]	[illegible]	4	[illegible]	[illegible]	[illegible]	2
[illegible] tuns	-	[illegible]	[illegible]	[illegible]	[illegible]	2	15	3
[illegible] tuns	-	[illegible]	[illegible]	1	[illegible]	21	[illegible]	[illegible]
[illegible]		18	[illegible]	[illegible]	[illegible]	[illegible]	2	1

CHRONICLE.

On the 1st of [illegible] a squadron of ships of war, [illegible] under the command of Mr. [illegible] by eight ships of the line [illegible] Cornwallis; and to bear the [illegible] admiral Watson was sent to [illegible] Hawke to Plymouth, to equip [illegible] fleet.

On the 18th of September [illegible] and [illegible] administration, [illegible]

The [illegible] King George [illegible]

Sir [illegible]

Mr. [illegible]

Sir James Wishart, [illegible]

Sir John Norris, Knight, [illegible]

[illegible]

A.D. James Earl of Berkeley, vice-admiral of the red.
1714 Sir Edward Whitaker, Knight, vice-admiral of the white.
John Baker, Esq. vice-admiral of the blue.
Sir Charles Wager, Knight, rear-admiral of the red.
Sir Hovenden Walker, Knight, rear-admiral of the white.
Sir Thomas Hardy, Knight, rear-admiral of the blue.

On the 17th of March the parliament met, and voted
1715 10,000 seamen, at four pounds a man per month; soon after it granted 35,574l. 3s. 6d. for the half-pay of sea-officers; 197,896l. 17s. 6d. for the ordinary of the navy; and 237,277l. for the extraordinary repairs of the navy and rebuilding of ships.

On the 18th of May Sir John Norris, and Rear-Admiral Sir Thomas Hardy, sailed from the Nore, with eighteen sail of the line, one frigate, and a sloop of war, to join the fleets of Russia, Denmark, and Holland in the Baltic; against the Swedes, who had seized and confiscated several English merchant vessels, under the pretence that they were assisting the Russians with arms and warlike stores, with whom the Swedes were then at war. On the 10th of June Sir John Norris joined the confederate fleets in the Sound. The Czar Peter being then at Copenhagen, and intending to embark on board of one of his own ships, he was complimented with the chief command, and was to direct the center; Sir John Norris the van; and the Danish admiral the rear. The Dutch commodore, and five British men of war, proceeded with the convoy, which had just arrived from England, to the different ports in the Baltic. On the 18th of August intelligence was received that the Swedish fleet, although very powerful, had returned into Calseroon. The confederate fleets remained united and ready to act, till the middle of November, when the season was too far advanced in those seas for any naval operations. Sir John Norris proceeded to England with the fleet and convoy, leaving Commodore Cleeland with seven men of war, to command there. While the fleet lay off Copenhagen, it encountered a violent storm, in which the August of 60 guns, and the Garland of 24, were lost.

At the close of the year the parliament granted for the one ensuing, viz. 10,000 seamen at four pounds per month; 233,849l. 19s. 6d. for the ordinary of the navy; and 22,623l. for the extraordinary repairs of the navy.

The piratical [illegible] being very [illegible] A.D. 17[illegible] [illegible] the [illegible], who commanded [illegible] the Mediterranean, [illegible] that he [illegible] a stop to the depredations [illegible], and [illegible] to reason.

Captain Delgarno, a small [illegible] Hind, [illegible], came up with one of [illegible], carrying twenty-four guns, which after a [illegible] and bloody battle, he obliged her [illegible]; [illegible] the Turk, and all her crew perished, except [illegible].

The supplies granted for the ensuing year were [illegible] 5l. for the ordinary [illegible]; and [illegible] ports, &c.

The Swedes [illegible], 1717 [illegible] March Sir George Byng was [illegible] with [illegible] twenty-one ships of the line, besides [illegible]; [illegible] the 2d of November, [illegible] to act in conjunction with the Danish fleet.

In April the Earl of Orford [illegible] the Admiralty, upon which his majesty thought proper to change that board*.

The West-Indies being at this time infested with a desperate set of pirates, [illegible] proclamation was issued, [illegible] should surrender [illegible] famous [illegible] [illegible] and [illegible].

The [illegible] are [illegible].

[illegible] at D[illegible] D[illegible]

---

* [illegible]

A.D. 1717 ſhould take charge of ſhips or veſſels in the rivers Medway and Thames, viz.

For every ſhip or veſſel drawing

		l.	*s.*	*d.*
7 feet water	-	3	10	0
8 ditto	-	4	0	0
9 ditto	-	4	10	0
10 ditto	-	5	0	0
11 ditto	-	5	10	0
12 ditto	-	6	0	0
13 ditto	-	6	10	0
14 ditto	-	7	0	0
15 ditto	-	7	10	0
16 ditto	-	8	0	0
17 ditto	-	8	10	0

and no allowance to be made for odd inches. Some clauſes were afterwards added to this act to prevent and puniſh the pilots who may be detected in ſmuggling.

The ſupplies granted for the ſea ſervice for the year 1718, were 10,000 ſeamen, 224,837*l.* 14*s.* 11*d.* for the ordinary of the navy.

At the cloſe of the year a change was made at the admiralty board*. The Earl of Berkeley was appointed vice-admiral, and Matthew Aylmer, Eſq. rear-admiral of Great Britain.

1718 The Spaniards having ſent a powerful fleet and army to attack the poſſeſſions of the King of Naples on the iſland of Sicily, which gave great offence to the Britiſh court, who was determined to protect the houſe of Auſtria in their rights, and to maintain the neutrality of Italy againſt thoſe who ſhould attempt to diſturb it. For this purpoſe Admiral Sir George Bing was appointed to the command in the Mediterranean, and ſailed from Spithead on the 15th of June with twenty ſail of the line, two fireſhips, two bomb-veſſels, an hoſpital ſhip, and a ſtore-ſhip; he was charged with inſtructions how to act on all emergencies, particularly ſhould the Spaniards perſiſt in their deſigns. The Admiral met with unfavourable winds, and did not enter the Straits until the 8th of July. He was joined off Gibraltar by Vice-admiral Cornwall with two ſhips of war, and proceeded up the Mediterranean.

* Appendix, Chap. IV. No. 1.

On

[illegible]

[illegible]

[illegible]

A.D. 1718

"SIR,

"We have taken and deſtroyed all the Spaniſh ſhips "and veſſels which were upon the coaſt, the number as "per margin.*

"I am, &c.

Canterbury, off Syracuſſe, August 16, 1718.

"G. WALTON."

After this victory Sir George Bing convoyed the Sicilian gallies ſafe into port, which had been ſome time blocked up in the harbour of Malta by the Spaniſh fleet. He then ſailed to Naples, and ſent his prizes to Minorca; where not long after the Royal St. Philip was blown up by ſome unknown accident in Mahon harbour, and all on board periſhed.

Admiral Bing diſpatched his eldeſt ſon to England with a circumſtantial account of the engagement. He was moſt graciouſly received by his majeſty, and ſent back with plenipotentiary powers to his father to negotiate with the ſeveral Italian princes as he ſhould ſee occaſion; and likewiſe his royal grant to the officers and ſeamen of all prizes taken by them from the Spaniards. His majeſty wrote a letter with his own hand to Sir George Bing, as did the Emperor Charles VI. on the admiral's arrival at Naples†.

On

* Theſe were one ſhip of 60 guns, commanded by Rear-Admiral Mari, one of 54, one of 40, and one of 24 guns, with a bomb veſſel, and a ſhip laden with arms, taken. One of 54 guns, two of 40, and one of 30 guns, with a fireſhip and bomb-veſſel, burnt.

† His majeſty's letter to Sir George Bing. It was written in French, and thus tranſlated:

"Sir George Bing,

"Although I have received no news from you directly, I am in-"formed of the victory obtained by the fleet under your command, "and would not therefore defer giving you that ſatisfaction which "muſt reſult from my approbation of your conduct. I give you my "thanks, and deſire you will teſtify my ſatisfaction to all the brave "men who have diſtinguiſhed themſelves on this occaſion. Mr. "Secretary Craggs has orders to inform you more fully of my inten-"tions; but I was willing myſelf to aſſure you that I am,

Your good friend,

Hampton-Court, "GEORGE R."

August 13, 1718.

The Emperor's letter to Sir George Bing.

"Admiral Sir George Bing,

"I have received with great deal of pleaſure and ſatisfaction, by the "letter of the 20th of the 10th of Auguſt. As ſoon as I have "[illegible] nominated by the Emperor my father, to command his fleet in "the

On the 13th of May Sir John Nicholas and Rear Admiral Magnus sailed with a fleet of the line into the Baltic, where they acted as convoys to the Danish fleet, which had escaped from Copenhagen, but on the 8th of September having returned to their stations in the North Seas, they were ordered home in October. A.D. 1808

Vice Admiral West Raven, who had been already sent from Lisbon, was appointed governor of the Danish fleet, which was to be kept in readiness, on a treaty being proposed to France, which that country had previously procured, and which was to be granted to the Danes.

On the 7th of December war was declared against Spain.

[illegible] 1809

[illegible] Rear Admiral Bligh detached two [illegible] Medina, and other [illegible]

[illegible]

A.D. 1719 Pont-a-Vedea, at the upper end of the bay of Vigo. On the landing of the troops the town surrendered; in it were also found a great quantity of ordnance stores. On the 17th of November the vice-admiral and Lord Cobham finding it would be impossible to maintain their ground any longer in Spain, embarked the troops, and sailed for England, where they arrived on the 22d of November, having lost in the expedition about three hundred men.

In the beginning of September, Sir John Norris was sent with a squadron into the Baltic, to join that of Sweden, against the Russians. On the junction of the English and Swedish fleets, the Czar Peter thought it prudent to retire with his fleet into the port of Revel.

The supplies for the ensuing year for the sea service, were 13,000 seamen, at four pounds per month; 217,918l. 10s. 8d. for the ordinary of the navy; 79,723l. for the extraordinary repairs, and some time after a farther sum of 377,561l. 6s. 9½d. which had been expended in the necessary service of the year.

1720 On the 16th of April Sir John Norris again sailed into the Baltic with a fleet of twenty sail of the line, and being there joined by seven Swedish men of war, he proceeded to the coast of Revel, which saved the Swedes from feeling at that juncture any marks of the Czar's displeasure, who was obliged to remain quiet in his ports. When the season became too far advanced for naval operations in these seas, Sir John Norris returned home.

Sir George Bing having left every thing in a tranquil state in the Mediterranean, ordered the whole of his squadron to return to England, except four ships, which were kept there for the protection of the trade. The admiral landed at Genoa, and came home by land. On the 21st of August he arrived at Hanover; his majesty being there at this time, received him very graciously, and soon after appointed him treasurer of the navy, and rear-admiral of Great Britain; he was also created Viscount Torrington, and invested with the order of the Bath.

About this time some private adventurers sent out Captain Barlow to discover a north-west passage to China through Hudson's bay. The ship was lost and the crew miserably perished; a part of the wreck was afterwards found in that bay, in the latitude of 63 degrees north.

A charter first granted for the building of ships and machines,

[illegible] under the [illegible]

[illegible]

The [illegible] for the [illegible] were [illegible] for the ordinary of the [illegible] and [illegible] repairs.

The Russians still [illegible] than [illegible] to sea, and [illegible] on their coasts. About [illegible] Norris and Rear-Admiral H[illegible] Baltic, with [illegible] bomb-[illegible] Czar [illegible] first [illegible] Czar [illegible]; and [illegible] Norris [illegible] August [illegible] Sir John Norris [illegible] Oc[illegible]

At the end of the year some changes took place at the admiralty board.

[illegible] 1722

[illegible] for the suppression of pirates, and [illegible] R[illegible] in the West Indies [illegible] R[illegible]

[illegible] R[illegible]

[illegible]

A.D. 1722 ſtood in; the pirates took him for a merchantmen, and one of them ſlipped her cable and gave chace. Captain Ogle decoyed him off the land till he had reached ſuch a diſtance, as to prevent his aſſociates hearing the report of the guns; he then ſhortened ſail, tacked and brought him to action, which continued an hour and a half, when her commander being killed ſhe ſtruck. Captain Ogle then ſteered in for the bay, with the pirates colours hoiſted over the king's. This ſtratagem ſucceeded; for the pirates ſeeing the black flag uppermoſt, concluded the king's ſhip had been taken, and ſtood out to ſea to meet and congratulate their conſort on his victory. Their joy was of ſhort duration, for they no ſooner came alongſide the Swallow, than Captain Ogle threw off the deception, and began to engage them moſt deſperately. The action laſted two hours, when Captain Roberts being killed, with a great number of his men, both ſhips ſtruck. Captain Ogle carried his prizes into Cape Coaſt Caſtle, where the priſoners, to the amount of one hundred and ſixty, were brought to trial; ſeventy-four of them were capitally convicted, fifty-two of whom were executed, and hung in chains along the coaſt.

On the 28th of Auguſt a moſt dreadful hurricane happened at Jamaica, which, added to an uncommon inundation of the ſea, almoſt entirely deſtroyed the town of Port Royal, and ſwept off on its retreat a great number of its inhabitants. Kingſton alſo ſuffered conſiderable damage; many houſes were blown down, and others unroofed. Some lives were loſt. Spaniſh Town felt its dreadful effect; but not with ſo much violence as at the other places. Moſt of the ſhipping in the harbour were driven aſhore, ſome overſet and others ſunk, and moſt of their crews periſhed. The ſtorm began to be moſt violent about eight o'clock in the morning, and did not abate till between twelve and one; had it continued much longer, in all probability the whole iſland would have been deſolated.

On the 24th of October the parliament granted 10,000 ſeamen for the ſervice of the year 1723, at 4l. a man per month; and 216,388l. 14s. 8d. for the ordinary of the navy.

Sir George Walton was promoted to the rank of rear-admiral of the blue, in the room of Admiral Mighells, who

A. D. 1726 The third expedition was ſent to the Spaniſh Weſt Indies, under rear-admiral Hoſier, for the purpoſe of blocking up the galleons, or ſeizing them ſhould they venture out.

The Admiral ſailed from Plymouth on the 9th of April, and after a quick paſſage arrived at his ſtation; he continued off Porto Bello for ſix months, without effecting any ſervice; till at length diſeaſes peculiar to the climate began to make ſuch havock among the ſeamen, and his ſhips in ſo bad a condition, that he was obliged to return to Jamaica. In two months time the admiral was again in a condition to put to ſea, and ſtood over to Carthagena, continuing to cruize in thoſe ſeas. Some of his ſhips took ſeveral Spaniſh veſſels, which were afterwards reſtored. The ſquadron beginning to grow again very ſickly, the admiral ſteered for Jamaica; where ſoon after his arrival he was ſeized with a diſtemper of which he died.

Towards the cloſe of the year, the Spaniards, to reſent the inſults we had offered them, aſſembled an army of 20,000 men at St. Roch, under the command of the Count de las Torres, and laid ſiege to Gibraltar.

1727 On the 27th of January the parliament came to the reſolution that 20,000 men ſhould be allowed for the ſea ſervice, at the uſual rate; 199,071l. for the ordinary of the navy.

Sir John Norris ſailed at the latter end of April into the Baltic; and on his arrival there was joined by a Daniſh ſquadron. The death of the Czarina happening ſoon after, prevented any act of hoſtilities being committed; and the Ruſſian fleet was laid up.

Sir Charles Wager was ſent with a ſquadron to the relief of Gibraltar, where he arrived in the beginning of April; and being joined there by Rear-Admiral Hopſon, ſoon obliged the Spaniards to raiſe the ſiege.

On the 11th day of June, his majeſty King George the Firſt died at Oſnaburg in the 68th year of his age, and 13th of his reign.*

GEORGE II.

1727 On the 11th of June his majeſty King George the Second was proclaimed King of Great Britain.

* Appendix [illegible], State of the Navy.

A ceſſation

A cessation of arms was agreed on between the governor of Gibraltar, and the Marquis de las Torres, the general of the besieging army. A.D. 1727

Sir Charles Wager [illegible] with the British fleet off Cape St. Vincent, [illegible] the Spanish galleons which were expected from the West Indies [illegible], all arrived safe at Cadiz.

Towards the close of the year [illegible] admiral [illegible].

In January the parliament voted [illegible] for the current year [illegible] seamen, [illegible].

About this time the [illegible] Mediterranean [illegible] a general [illegible] Sir Charles Wager [illegible] the Mediterranean [illegible] the West Indies [illegible] the Spaniards [illegible] West Indies [illegible] [illegible] Edward Hopson [illegible] vice-admiral [illegible]; Sir George Walton [illegible] vice-admiral [illegible]; Sir John Norris [illegible] Robert H[illegible] [illegible] Philip Cavendish [illegible].

Vice-Admiral Hopson [illegible] West Indies [illegible] Gibraltar [illegible] Cape [illegible] [illegible]

A.D. 1728 Upon the death of Vice-Admiral Hopson, his majesty ordered the following promotion, viz.

Sir George Walton, Knight, to be vice-admiral of the white.

Salmon Morrice, Esq. to be vice-admiral of the blue.

Robert Hughes, Esq. to be rear-admiral of the red.

Philip Cavendish, Esq. to be rear-admiral of the white.

John Balchen, Esq. to be rear-admiral of the blue.

1729 In January the parliament voted for the service of the current year 15,000 seamen; and 256,625l. for the ordinary of the navy.

The Spaniards still continuing refractory, a fleet of twenty sail of the line and five frigates, were ordered to be got ready; and on the 30th of June it assembled at Spithead, where it was joined by a squadron of Dutch ships, under the command of Rear-Admiral the Baron de Sommeldyke.* The command in chief of the combined fleet was given to Sir Charles Wager. The court of Spain alarmed at the assemblage of so strong a naval force, was induced to agree to a treaty of general pacification. The fleet remained three months at Spithead, when the Dutch returned home, and twelve sail of the line were ordered to be paid off.†

At the close of this year accounts were received from South Carolina, that a Spanish Guarda Costa had fallen in with his majesty's ship Durfley Galley, and mistaking her for a merchantman, bore down and fired into her: an action ensued, and continued until the Spaniard had several men killed and wounded, when he struck: happily not a man was hurt on board the Durfley Galley. In order to convince Spain of our sincere desire for peace, the Guarda Costa was soon after returned.

On the 16th of April, by an order in council, twenty of the oldest surgeons in the royal navy were to be allowed two shillings and sixpence per day, half-pay; and the twenty next in seniority two shillings per day.

By the death of Rear-Admiral Hughes, the following flag officers were promoted, viz.

Philip Cavendish, Esq. to be rear-admiral of the red.

John Balchen, Esq. to be rear-admiral of the white.

Edward St. Loe, Esq. to be rear-admiral of the blue;

* Appendix, Chap. II. No. 15.

† Appendix, Chap. II. No. 15.

who

[illegible]

A.D. 1731 Spanish troops were permitted to land. There being no further service for Sir Charles Wager to perform in the Mediterranean, he returned to England, and arrived at Spithead on the 10th of December.

The Spanish guarda costas in the West-Indies still persisting to search the British merchant vessels, and to treat their crews with inhumanity, four twenty gun ships and two sloops of war, were sent out to cruize for their protection.

We have at this time the first account of the reflecting, or Hadley's quadrant, which appeared in a paper given by that gentleman to the Royal Society. After Dr. Hadley's death, among his papers, one was found in Sir Isaac Newton's own hand-writing, which contained a drawing and description of an instrument not much dissimilar to Hadley's; it seems, therefore, that Sir Isaac Newton was the first inventor of these reflecting quadrants. Since this time they have been greatly improved by the ingenuity of our modern mathematicians.

1732 The colony of Georgia, in North America, was first settled by Lieutenant General Oglethorpe.

His majesty granted a commission to the lords commissioners of the admiralty to erect a corporation for the relief of poor widows of sea officers, to consist of the admiralty, navy and victualling boards for the time being, and a certain number of the senior captains and lieutenants of the navy. The terms of admission for partaking of the benefits of this institution were, that each member, who must be an officer in the navy, allow three-pence in the pound per annum out of his pay. By the establishment of this fund, an admiral's widow is entitled to fifty pounds a year for life; a captain's forty; a lieutenant's to thirty; and other officers widows to twenty pounds each, provided they continue widows, and are not in possession of a greater annuity left by their husbands than the extent of the pensions. Soon after the establishing of this fund, Lieutenant George Crow most generously resigned his half-pay for the use of this charity, assigning as a reason for it, that he had a competency to live on. His majesty gave 10,000l. to the support of this establishment.

1733 In January the parliament met, and voted 3,004,926l. 13s. 11d. for the service of the current year.

On the death of George Byng, Lord Viscount Torrington

[illegible] A.D. [illegible]

A.D. 1734 In December his majesty ordered a promotion of flag officers, viz.

Sir John Norris, Knight, admiral of the fleet.
Sir Charles Wager, Knight, admiral of the white.
Sir George Walton, Knight, admiral of the blue.
Philip Cavendish, Esq. vice-admiral of the red.
John Balchen, Esq. vice-admiral of the white.
Hon. Charles Stewart, vice-admiral of the blue.
* George Earl of Granard, rear-admiral of the red.
* Nicholas Haddock, Esq. rear-admiral of the white.
* John Hagar, Esq. rear-admiral of the blue.

1735 In February the parliament voted 30,000 men for the sea service of the current year.

A dispute arose between the courts of Spain and Portugal, which had nearly terminated in an open rupture; the latter soliciting the aid of Great Britain, Sir John Norris was sent to Lisbon with a powerful fleet;† he sailed from Spithead on the 27th of May, and arrived in the Tagus on the 9th of June. The admiral was received by the Portuguese as their deliverer; the king gave orders for the fleet to be weekly supplied with one hundred oxen, four hundred sheep, four hundred geese, four hundred turkies, one thousand hens, one thousand baskets of greens, fifty arobes of sweetmeats, one hundred thousand lemons and oranges, and eighty pipes of wine.

The appearance of so formidable a fleet in the neighbourhood of the coast of Spain, created so much alarm at the court of Madrid, that it was induced to listen to an accommodation with the Portuguese. The whole Spanish navy at this time did not amount to more than thirty-three ships of war, including those of the flota.

An act of parliament passed this year, appropriating the rents of the estates of the earl of Derwentwater, and Charles Ratcliff, to the completion of the building and beautifying the royal hospital at Greenwich; after which to the support and maintenance of worn out and decrepid seamen in the service of the country. By this act all seamen in the merchant service who shall happen to be maimed, not only as in a former act in fighting against pirates, but also in fighting against any enemy whatsoever, shall be ad-

* Were those promoted.
† Appendix, Chap. II. No. 12.

mitted

A. D. 1739 vice-admiral of the blue, was appointed to the command of it. On the 24th of July the vice-admiral having made a proper disposition of his squadron*, sailed from Spithead; but by contrary winds was forced into Plymouth; whilst here the admiral received intelligence that a Spanish squadron was cruizing off cape Finisterre, for the protection of the Azogues fleet, which was daily expected. On the 3d of August he sailed from Plymouth, and steered for the coast of Portugal. On the 9th the admiral reached his station, and learnt that the Spanish squadron had returned to Cadiz, and that the galleons were not yet arrived; he therefore left three sail of the line to cruize off the coast of Spain, and proceeded with the rest of his squadron to the West-Indies.

On the 23d of October Vice-Admiral Vernon arrived at Jamaica, and was soon after joined by Commodore Brown in the Hampton Court. The object of this expedition being principally intended to reduce Porto Bello, as well as others of the Spanish settlements, a body of two hundred troops were embarked on board the fleet. On the 5th of November the admiral sailed from Port Royal, and the next day issued the following instructions to the captains of his squadron, viz.

"Upon making the land of Porto Bello, and having a "fair wind to favour them, and day-light for the attempt, "to have their ships clear in all respects for immediate "service, and on the proper signal, to form themselves "into a line of battle, as directed, and being formed, to "follow in the same order of battle to the attack, in the "manner hereafter directed. And as the north shore of "the harbour of Porto Bello is represented to the admiral "to be a bold steep shore, on which at the first entrance "stands Castle De Ferro, or Iron Castle, Commodore "Brown, and the ships that follow him are directed to "pass the said fort within less than a cable's length "distance, giving the enemy as they pass as warm a fire "as possible, both from great guns and musketry; then "Commodore Brown is to steer away for the Gloria "castle, and anchor as near as he can to the eastermost "part of it, for battering down all the defences of it; but "so as to leave room for Captain Mayne, in the Wor-

* Appendix, Chap. II. No. [illegible]

"[illegible]

A.D. 1739 led in the Hampton Court, had got close to the Iron Castle, and began to attack it with great fury; he was soon supported by the Burford, Norwich, and Warwick; these ships opened a tremendous fire and did great execution; the small arms from their tops commanding the batteries galled the Spaniards in such a manner, that they were soon compelled to fly. The admiral immediately made the signal to land, and although there was no practicable breach made, the fort was carried by assault. As a substitute for scaling ladders, one man placed himself close to the wall under an embrasure, whilst another climbed upon his shoulders; thus the sailors became masters of the fort, and drew up the soldiers. The Spaniards, panic struck, fled from all quarters into the town, and the men no longer obedient to the commands of their officers, plundered the town and committed great outrages on the inhabitants. The governor soon after hoisted the white flag, and surrendered at discretion. The next day the castles of St. Jeronimo and Gloria capitulated. Two ships of twenty guns each and some other vessels were taken in the harbour. Ten thousand dollars, which had been sent to Porto Bello for the payment of the garrison, the admiral ordered to be distributed among the British forces for their encouragement.

The loss sustained by the squadron did not exceed twenty men. Forty pieces of cannon, ten field-pieces, four mortars, and eighteen patteraroes, all of brass, with a great quantity of gunpowder and shot were put on board the squadron. As the admiral was resolved that this place should be no longer an asylum for the enemy's guarda costas, he gave directions for the blowing up of all the fortifications and totally dismantling of it. This arduous service was entrusted to Captain Charles Knowles of the Diamond, and the honourable Captain Boscawen, who served as a volunteer in this expedition, his own ship, the Shoreham being left at Jamaica to refit. By the 13th of December the mines were all sprung with the greatest effect, and on that day the admiral sailed with the squadron for Jamaica; having on his way thither dispatched Captain Rentone in the Triumph snow with the news of his success to England*.

* Beatson's Naval and Military Memoirs, vol. i. [illegible]

Two

Two [illegible] Captain Curtis, who was [illegible] Commodore [illegible] Sir Chaloner Ogle [illegible] [illegible] tent [illegible].

[illegible] Sir Chaloner Ogle [illegible] cruize [illegible] and [illegible] without [illegible].

Sir Charles Wager, who was at this time first lord of the admiralty, brought [illegible] into the house of commons, for the re[illegible] and watermen of Great Britain; unfortunately the framing of this bill was so ill-managed, that it met with [illegible] opposition, and was at length thrown out.

[illegible]

On the [illegible] Captain Rentone [illegible] Admiral [illegible] Captain Ren[illegible] [illegible]

A.D. 1740 An act of parliament passed for the better supply of seamen to serve in the royal navy, &c. whereby merchant vessels may be navigated by foreign seamen, not exceeding three-fourths of the crew; such foreign seamen serving for two years to be considered as natural born subjects.

An act also to prevent impressing of seamen of the age of fifty or upwards, and all such as have not attained the full age of eighteen; also all foreigners serving in merchant vessels; sea apprentices for the first three years, and persons of any age for the first two years of their being at sea*.

Till this year the business of the Sick and Hurt Office was conducted by the Navy Board. A separate commission was now issued, appointing commissioners for that particular department, which has varied according to the business there has been to transact. In time of war the charge of the prisoners of war was entrusted to this board†.

On the 9th of April Vice-Admiral Balchen sailed from Plymouth with a small squadron to cruize to the westward, with a view of intercepting the Assoque ships, which were expected from South America to Spain; but the Spaniards gaining intelligence of the station on which the British fleet was cruizing, dispatched a vessel which was so fortunate as to meet the galleons, who altered their course and arrived safe at Port St. Andero.

On the 18th of April the Lenox, Captain Mayne; the Kent, Captain Durell; and the Orford, Lord Augustus Fitzroy, being on a cruize off cape Finisterre, gave chace to a large Spanish ship of war. At noon they came up with her, when the action commenced and continued with great briskness till a quarter past five in the evening, at which time the enemy's top-masts being all shot away, and otherwise considerably damaged, she struck, and proved to be the Princessa, pierced for seventy-four guns, but had only sixty-four mounted, and a complement of six hundred and fifty men, thirty-three of whom were killed, and one hundred wounded; she was commanded by Don Parlo Augustino de Gera. The Orford and Kent had each eight men killed, and the Lenox one; the wounded in the three ships amounted to forty; among whom was

* 13th Geo. II. cap. 3.

† In 1795 this particular branch was transferred to the Transport Board.

Captain

NORTH AMERICA.

A. D. 1740 In the month of May General Oglethorpe and Commodore Pearce having projected a ſcheme for the attack of St. Auguſtine in Florida, ſailed from South Carolina with a ſquadron of ſhips of war, having on board a body of land forces. On the 9th of the ſame month they arrived at the mouth of the river St. John; the troops were here landed, and ſoon after they took the advance poſts leading to the capital; from whence, on the 15th of June, the Spaniards made a ſtrong ſortie, attacked our troops, and obliged them to retire with conſiderable loſs. The ſea and land commander in chief finding it impracticable to carry the place, embarked the forces and returned to Charleſtown.

WEST INDIES.

On the 25th of February Vice-Admiral Vernon† ſailed from Jamaica‡ on an expedition againſt Carthagena; and on the 6th of March appeared before that place and began to bombard the town and forts. The admiral perſevered in this enterprize for three days; when finding that the force he had with him was inadequate to reduce it, he contented himſelf with deſtroying ſeveral of the churches, convents, and other public buildings in the town, and then ſailed to Porto Bello to refit. The next expedition the admiral undertook was to the river Chagre, having obtained an accurate chart of the coaſt and of the mouth of that river from Lowther, the pirate, who by doing this piece of ſervice had his majeſty's pardon granted him. On the 22d of March the admiral entered the river with the ſquadron, and began to cannonade the caſtle of St. Lorenzo, which in a few hours capitulated. The merchandize, plate, &c. found in this place was of great value. After blowing up the fortifications, and deſtroying two guarda coſtas in the harbour, the admiral on the 30th put to ſea, and leaving ſome of his ſhips to cruize, returned with the reſt to Jamaica. In the month of June he again [illegible] Port Royal, and continued to cruize againſt

[illegible]

† [illegible] who directed the ſpirits ſerved [illegible] gave it the name of grog.

‡ [illegible]

the

the Spaniards [illegible]. During his stay at Jamaica, he A.D. [illegible] that the Spanish fleet, under the command of Don 1740. Rodrigo de Torres, had arrived at Carthagena, and a French squadron, under the Marquis D'Antin, at Port Louis. The intelligence of these armaments obliged Admiral Vernon to remain the rest of the year shut up at Jamaica.

On the 19th of December the fleet which had sailed from England, under Sir Chaloner Ogle, arrived in Prince Rupert's Bay, Dominica; and the next day the expedition sustained a great loss in the death of Lord Cathcart. On the 27th the rear-admiral sailed for Jamaica; a few days after, when off the west end of Hispaniola, four large ships were discovered, upon which the admiral directed five sail of the line to give them chase. At four in the afternoon the chase hoisted French colours, still continuing their course. At ten at night the Prince Frederick got up with them, and hailed one of the ships in English and then in French, but no answer being given, Lord Aubrey Beauclerk ordered a shot to be fired at them, and soon after a second; the Frenchman instantly hauled up his ports and discharged a broadside into the Prince Frederick; an action ensued and continued very brisk for an hour and a half, when Captain Knowles came up in the Weymouth, and assisted Lord Aubrey Beauclerk to discontinue the engagement, as the two nations were not at war. [illegible] [illegible] and at day-light [illegible] [illegible] Prince Frederick [illegible] wounded, the Orford [illegible] wounded, and the Weymouth two wounded. [illegible] [illegible] [illegible] January following.

[illegible]

On the [illegible] [illegible] [illegible] [illegible]

A.D. 1741 Norris put to ſea again on the 12th of October, and continued to cruize until the 6th of November, when he arrived at Spithead, having cruized to as little purpoſe as before*.

The vigilance and activity of Captain Ambroſe, commander of the Rupert, of 60 guns, who cruized in the bay, and took ſeveral large privateers†, were acknowledged by the cities of London and Briſtol, by each preſenting him with a handſome ſilver cup, richly emboſſed with his arms, and an account of his ſervices.

The honourable Captain William Hervey, in the Superb, of 60 guns, on his paſſage from the Weſt-Indies, took a ſhip from the Caraccas, of 400 tons, 20 guns and 60 men, valued at 200,000l. ſterling.

A plan was this year ſuggeſted to the admiralty, by Arthur Dobbs, Eſq. for the making another attempt to diſcover a north-weſt paſſage to China and India. The board accordingly fitted out two ſloops of war, which ſailed in the month of May, under the direction of Captain Chriſtopher Middleton, who had been many years a commander in the ſervice of the Hudſon's bay company. The ſhips wintered in Churchill river, and returned to England in the year 1742, without being able to proceed further than the latitude of 66 degrees 30 minutes north.

MEDITERRANEAN.

On the 25th of July the Dragon and Folkſtone, commanded by the captains Barnet and Balchen, having been left to cruize off the Straights mouth, by Vice-Admiral Haddock, to watch the motions of the Spaniſh fleet at Cadiz, while the reſt of the ſhips were refitting at Gibraltar; in the evening of that day, diſcovered three large ſhips, and ſuppoſing them to be Spaniards, inſtantly gave chace. At midnight they came up with the ſternmoſt ſhip; Captain Barnet hailed, and in polite terms deſired they would bring to, as he wiſhed to ſend his boat on board.

* Appendix, Chap. II. No. 20.

No.	Guns.	Swivels.	Men.	Ships taken.
St. Antonio de Padua	16		160	St. Sebastian
Bifarra	10	2	119	She had captured 23 British ships
Duke de Verdome	20		200	St. Sebastian
N. S. del Carmen	24	20	180	Dito

They

[illegible] they were French, and refused [illegible] required to comply; [illegible] Captain [illegible] ordered a shot to be fired [illegible] which was immediately returned with a broadside [illegible] night, and continued till daylight, when [illegible] they were French ships of war; the [illegible] spliced on both sides [illegible] to many brave fellows; the French [illegible] twenty-five men killed, and [illegible] wounded; the British eleven men killed, and twenty [illegible]

Vice-Admiral Haddock, when [illegible], received intelligence that the Spanish [illegible] had put to sea [illegible], he [illegible] [illegible] a [illegible] the French [illegible] [illegible] [illegible] ports of France and Spain. After reconnoitring their force, the admiral held a council of war, [illegible] eight captains, who were of opinion [illegible] the Spanish [illegible] there [illegible] French [illegible] attack, [illegible] [illegible] was [illegible] Commodore [illegible] [illegible] Barcelona.

[illegible]

[illegible] was now [illegible] General W[illegible] G[illegible]

[illegible]

A.D. 1741 Trelawney; he ſailed from Port Royal. The whole fleet, including the tranſports with troops, amounted to one hundred and twenty-four ſail.* The firſt object was to proceed off Port Louis, in order to obſerve the motions of the French ſquadron, and to aſcertain their ſtrength. On the 12th of February the admiral arrived off the iſle of Vache, within two leagues of Port Louis, when he learnt that the French ſquadron under M. D'Antin had ſailed for Europe, being in the greateſt diſtreſs for want of proviſions, and extremely ſickly. It was therefore reſolved in a council of war, that the fleet ſhould put into Tiberoon and Dona Maria bays, to wood and water; and proceed from thence to the immediate attack of Carthagena. This being completed, on the 25th of February they weighed anchor; and on the 4th of March the Vice-Admiral anchored with the fleet in Playa Grand bay; where he iſſued his inſtructions for the attack. On the 9th every thing being ready, the Princeſs Amelia brought up againſt the battery ſhe was ordered to cannonade, and very ſoon ſilenced it; the Norfolk, Ruſſel, and Shrewſbury alſo ſucceeded in their attack againſt the forts of St. Jago and St. Philip; the two firſt received but little damage, and had only ſix men killed. The Shrewſbury did not fare ſo well, her cable being unfortunately cut by a ſhot, ſhe fell to leeward ſo as to open the mouth of the harbour, by which ſhe became expoſed to two of the enemy's batteries, and four of their line of battle ſhips, which were moored acroſs the entrance of the harbour. In this ſituation ſhe lay near ſeven hours, expoſed to their fire. Captain Townſend, who commanded her, diſdained to quit his ſtation, until he was ordered ſo to do by the admiral, at night, when the Spaniards ceaſed firing; ſhe was by this time a complete wreck, being entirely diſmaſted, with two hundred and forty ſhot in her hull, ſixteen of which were between wind and water; and twenty men killed and forty wounded. On the 23d Commodore Leſtock was ordered with a detachment of the fleet,† to

* Appendix, Chap. II. No. 22.

Ships.	*Guns.*	*Commanders.*
†Boyne, -	80	Commodore Leſtock. Captain Colby.
Princeſs Amelia,	80	—— Hemington.
Hampton Court,	70	—— Fent.
Suffolk, -	70	—— Davers.
Tilbury, -	60	—— Lang.
Prince Frederick,	70	—— Lord A. Beauclerk

attack

A.D. 1741 While the fleet and transports were refitting, a general council of war was assembled on the 26th of May, in which it was resolved to make an attack on the island of Cuba.

The troops which were reduced, chiefly by sickness, to not more than 3000 men, were embarked, with about 1000 negroes raised by the governor for the expedition. On the 30th of June the vice-admiral sailed from Port Royal, having with him about forty sail of transports.* On the 18th day of July the whole fleet anchored in Walthenham bay, on the south side of the island; the vice-admiral changed its name to Cumberland harbour, in honour of his Majesty's second son; it is one of the most commodious and safe harbours in the West Indies. The land forces were immediately debarked; and it was determined in a council of war to proceed without loss of time to the attack of St. Jago de Cuba. The time in advancing before this place was so much protracted, and disease beginning to make great havock among the troops, General Wentworth, on the 9th of October, addressed a letter to the admiral, in which he represented the impracticability of success; and that it was in his opinion necessary to relinquish the enterprise. On the 20th of November the troops were re-embarked; and on the 28th the fleet sailed for Jamaica.

During Vice-Admiral Vernon's expedition on the island of Cuba, the Worcester, Defiance, Shoreham, and Squirrel, took several valuable prizes; the last, after a smart contest, boarded and took with her boats a large Spanish privateer of sixteen guns and 130 men, which Captain Warren discovered at anchor close in on the Cuba shore; her crew landed and sought refuge in the woods; being pursued by the Squirrel's people, several of them were killed. In the pursuit, a tar observing a dead Spaniard lying on a British ensign, swore "d——n him if he should lie on so honourable a bed;" and rolling off the dead body, brought away the ensign, and gave it to his captain: who discovered, concealed in the corner of it, a packet of letters, which were of great consequence.

OCCURRENCES AT HOME.

1742 The parliament voted 45,000 seamen for the service of the current year. By an act passed this session, a bounty

* Anderson, Chap. II. N. 13.

of

[illegible]

In January [illegible] of [illegible] Hadden.

[illegible]

[illegible] Meadows, [illegible]

[illegible]

[illegible]

[illegible]

[illegible] Meadows [illegible]

[illegible]

A.D. 1742 the close of the year, the ministry settled a cartel with Spain, by which a number of our seamen were released from their wretched confinement.

In consequence of complaints having been made to the admiralty against Captain Fanshaw of the Phœnix, and Sir Yelverton Peyton, of the Hector, for ill treatment to their officers and men, Admiral Cavendish was ordered to assemble a court martial to try them, which sat in June on board the St. George. The former was mulcted six months pay for the use of the chest at Chatham; and the latter was dismissed his Majesty's service, and rendered incapable of ever serving in the royal navy. In August the honourable Captain William Harvey, of the Superb, was tried by a court martial for a similar offence; of which he was found guilty, and sentenced to be cashiered. Captain Harvey having complained against Mr. John Hardy, his first lieutenant, he was tried by the same court martial, and honourably acquitted.

The parliament met in November; and in the course of the session voted 40,000 seamen, and 11,550 marines for the service of the ensuing year; 188,558l. 15s. 5d. for the ordinary of the navy, including half pay to sea officers; and 10,000l. for the support of Greenwich hospital.

MEDITERRANEAN.

On the 1st of February Commodore Lestock arrived at Port Mahon, where he joined Vice-Admiral Haddock, whose health being much impaired, he resigned the command to Mr. Lestock,* and returned to England in the Roebuck. The commodore put to sea, and cruised off Toulon to observe the motions of the Spanish fleet which were in that port.

On the 27th of May Vice-Admiral Matthews arrived at Villa Franca, where he found Commodore Lestock, (now rear-admiral,) with part of the fleet.† It was an ill-judged measure to appoint these officers to command in the same fleet; there had ever been a great animosity between them, which was considerably increased by the ungracious manner in which the vice-admiral received Mr. Lestock, who re-

* Appendix, Chap. II. No. 24.

† Appendix, Chap. II. No. 25.

primanded

[illegible]

[illegible]

Vice-Admiral [illegible] Fleet, and [illegible] [illegible] to prevent the [illegible] to Havana.

While the Brooklyn was [illegible] a French man-of-war [illegible] the port complained [illegible] The French [illegible] was [illegible] the Frenchman was [illegible].

In June the Spanish [illegible] was [illegible] ready to [illegible] Don Pedro [illegible] Britain [illegible] Spain [illegible] had quitted [illegible] Cuban Navy in the Key [illegible] Office [illegible] [illegible]

[illegible]

A.D. 1742 positive orders, that, if he could not prevail on his majesty to withdraw his troops from the Spanish army, and to sign a declaration of neutrality during the war, he was to bombard and lay the city of Naples in ashes. On the 19th of August the British squadron arrived in the bay. The intention of its visit was instantly made known to the Court of Naples, which after some deliberation, consented to the terms proposed, and gave orders for the Neapolitan troops to be recalled. The Commodore having complied with his orders, rejoined the admiral in Hieres bay. He was soon afterwards sent to destroy some magazines of stores and provisions, which the admiral had received intelligence were collected at Arassa, a town belonging to the Genoese for the use of the Spaniards; this service the commodore effectually performed.

An action fought by the Pulteney privateer of sixteen guns, and 142 men, off Europa Point, Gibraltar, is deserving of notice. The Spaniards observing her from Algazeras, sent out two Xebeques of twelve guns, and 120 men each, to attack her; the engagement was long and obstinate, during which they made two desperate attempts to board the Pulteney, but were each time repulsed with great slaughter; the Spaniards at last sheered off, and made the best of their way for Malaga, in a most crippled condition. The Pulteney had only one man killed, and five wounded; but so much shattered in her masts, sails, and rigging, that she could not have got into Gibraltar, had not assistance been sent to tow her into the Mole. The Governor and officers of the garrison were so much pleased with the gallant conduct of Captain Purcell, that they presented him with a handsome piece of plate, with a suitable inscription engraven on it: at the same time a reward was given to the sailors for their bravery.

WEST INDIES.

Vice-Admiral Vernon employed his squadron in blocking up the Spaniards at Carthagena and other ports on the Spanish main, and the island of Cuba. On the 15th of January a reinforcement arrived from England*. Fre

Ships.	Guns.	Commanders.
* Greenwich, -	50	Captain Allen.
St. Alban's -	50	J. Knight.
[illegible] -	50	

And several transports with 2000 men on board.

quent

A.D. 1742 The animosity which had a long time subsisted between Vice-Admiral Vernon and General Wentworth, was carried to an alarming height, which proved highly prejudicial to both services. Fortunately in September the Gibraltar, commanded by Captain Fowke, arrived at Port Royal, who brought out orders for the vice-admiral and general to return home. In December the admiral sailed in the Boyne for England; and was soon after followed by the general with the remainder of the troops*.

The Tyger, of 50 guns, Captain Herbert, was lost on a cayo, near the island of Tortuga; the crew and most of the stores were saved. They mounted twenty of the ship's guns for their protection, by which they saved themselves from being made prisoners, the Spaniards having sent El Fuerte, of 60 guns, for that purpose; but in the attempt she shared the same fate with the Tyger. Captain Herbert remained on this cayo near two months, when, by the assistance of his boats, they boarded and took a sloop and schooner, which conveyed them to Jamaica.

The Tilbury, of 60 guns, Captain Dent, being on a cruize off Hispaniola, was destroyed by fire, above 100 of the crew perished, the rest were saved by the Defiance.

On the 12th of April, the Eltham, of 40 guns, Captain Smith; and the Lively, of 20 guns, Captain Stuart, being on a cruize off the Virgin islands, chaced and came up with three Spanish ships,† a severe action ensued, which continued till night, when the Spaniards sheered off, but in so disabled a state, that it was with some difficulty they reached Porto Rico, with six or seven hundred men killed and wounded; among the former was the governor of Carthagena. The loss in the British ships was very inconsiderable; but they were too much crippled in the masts and rigging to pursue the enemy.

* See Beatson's Naval and Military Memoirs, Vol. I. page 121 to 139.

† El Conde, - 60 only 40 mounted.
St. Sebastian, 30
St. Joachim, - 30

These ships sailed from Cadiz in February, in company with the St. Ignatio, pierced for 60 guns, but only 40 mounted, and the St. Antonio of 12 guns: they had on board a reinforcement of troops for Carthagena; but being soon after separated in a gale of wind, the St. Ignatio was left on the shoals of Anegada, and the St. Antonio was never heard of.

The

A.D. 1743 On the 9th of Auguſt his majeſty made the following promotion of flag officers, viz.

Sir John Norris, Knight, admiral and commander in chief of the fleet, and vice-admiral of England.

Sir John Balchen Knight, admiral of the white.

Thomas Matthews, Eſq. admiral of the blue.

Edward Vernon, Eſq. vice-admiral of the red.

Nicholas Haddock, Eſq. vice-admiral of the white.

Sir Chaloner Ogle, Knight, vice-admiral of the blue.

James Steward, Eſq. rear-admiral of the red.

Richard Leſtock, Eſq. rear-admiral of the white.

Sir Charles Hardy, Knight, rear-admiral of the blue.

On the 22d of December,

Thomas Davers, Eſq. } rear-admirals of the red
Hon. George Clinton }

Wm. Rowley, Eſq. rear-admiral of the white.

Wm. Martin, Eſq. rear-admiral of the blue.

At the meeting of Parliament in the month of December, 40,000 ſeamen, and 11,500 marines, were voted for the ſervice of the enſuing year; 194,834l. 10s. 9d. for the ordinary of the navy. The whole ſum levied amounted to 10,000,000l.

MEDITERRANEAN.

The fleet on this ſtation continued in Hieres bay, under the command of Admiral Matthews* the chief ſervice it performed was blocking up the French and Spaniſh fleets in the harbour of Toulon.

Commodore Martin, in the Ipſwich, with the Revenge and Anna Galley fire ſhip, was ſent to Ajaccia bay, in the iſland of Corſica, to take or deſtroy the St. Indore Spaniſh ſhip of war of 70 guns, which the admiral had received advice was refitting there. On the approach of the Britiſh ſhips, the Spaniards perceiving it would be in vain to reſiſt ſo ſuperior a force, ſet fire to their ſhip, and endeavoured to eſcape to the ſhore; which they had nearly accompliſhed, when ſhe blew up; whereby a number of the crew periſhed.

Some of the cruizers were ſucceſsful on this ſtation, picking up a few rich prizes; particularly the Romney, which captured a Spaniard worth 120,000l.

* Appendix, Chap. II. No. 27.

WEST-

WEST-INDIES.

[illegible]

A.D. 1743 ſhould be landed, and endeavour to get poſſeſſion of them. The cannonade was commenced by the ſhips, and continued with ſome proſpect of ſucceſs till night; when having ſilenced one of the enemy's batteries, the firing on both ſides ceaſed; but at the moment the troops were about to take poſſeſſion of the fort, the Spaniards taking the alarm, fired two or three guns from their other batteries; which, to their ſhame be it related, threw the whole detachment into confuſion, and they fled to the beach in the greateſt diſorder, from whence they were re-embarked. On the 24th another attempt was made to deſtroy the batteries at the entrance of the harbour, but without effect; the ſhips being much diſabled, with above two hundred men killed and wounded, the Commodore at night judged it moſt adviſeable to cut, and retired out of the reach of the enemy's guns. On the 28th it was reſolved in a council of war to abandon the enterprize, the ſhips being in too ſhattered a condition to make any further attempts. The commodore diſpatched the ſhips to the Leeward Iſlands which belonged to that ſtation, and returned with the reſt to Jamaica.

The cruizers on this ſtation took and deſtroyed ſeveral privateers and rich merchant veſſels; the principal were, Captain Tucker, in the Fowey, cruizing off Cape Corrientes, captured a regiſter ſhip valued at 100,000l.; Lord Bamff, in the Haſtings, off the Azores, took a French polacre, having on board 1,300 000 pieces of eight; the Litchfield, Captain Barnaby, off Porto Rico, chaſed a large privateer, which took ſhelter under a fort in Aquada bay; which he deſtroyed, together with the privateer. He afterwards landed a party of ſeamen and marines, who ſpiked up the guns, demoliſhed the carriages, and burnt the guard-houſes, bringing off the Spaniſh colours. This ſervice was performed with the loſs of only one man; but about two hundred of the Spaniards were ſlain.

Commodore Warren commanded the ſquadron on the Leeward Iſland ſtation, whoſe cruizers were alſo very ſucceſsful.

The captures in the courſe of this year:

Spaniſh ſhips taken in Europe, 51—in America, 95—total, 146.

French ſhips taken in Europe, 136—in ditto, 126—total, 262.

The

	£
The value of the Spanish ships taken, including the Acquisitions by Captain Cole Antigua	[illegible]
The value of the British ships taken	[illegible]
Balance in favour of Great Britain	[illegible]

OCCURRENCES AT SEA.

In January a French fleet which had been equipped at Brest, consisting of twenty-three [illegible], entered the channel, with a view of landing [illegible] troops, where it was to have been joined by a fleet of [illegible] on board Charles Edward, [illegible] to the [illegible], and an army of [illegible] men, for the purpose of [illegible], and supporting his claim to the [illegible].

The British ministry, who [illegible] of these measures, equipped a [illegible], which was placed under the command of Admiral Nor[illegible] and dispatched to the Downs in time to intercept the [illegible]. On the 24th of February the admiral was informed by his cruizers, that the French had [illegible] Dunkirk; upon which he immediately made [illegible] wind being contrary, he [illegible], which unfortunately [illegible] between the enemy [illegible]. The French admiral [illegible], was [illegible] [illegible] N. W. [illegible] Dunkirk [illegible] with the [illegible] effects of the storm.

On the [illegible] of March [illegible] of war [illegible] [illegible] on the [illegible]

A.D. 1744 for the encouragement of the officers and crews of his ſhips of war, privateers, and letters of marque, by which the property of all prizes taken by the firſt was to belong ſolely to the captors; and the ſhare of prize-money belonging to the two laſt mentioned was to be regulated by the agreements made with the owners of ſuch ſhips. Alſo all unclaimed ſhares at the expiration of three years were to go to the royal hoſpital at Greenwich.

On the 18th of April Sir Charles Hardy ſailed from St. Helen's with a ſquadron of ſhips of war*, having under his convoy the trade to the coaſt of Portugal, and ſtore-ſhips for Gibraltar and the Mediterranean. On the 27th the Dreadnought and Grampus chaſed from the fleet; when, after a purſuit of fifty hours, they came up with and took La Medée, French frigate of 26 guns and 240 men, commanded by M. d'Hocquart.

Early in the morning, on the 8th of May, Sir Charles Hardy made the Northumberland's ſignal to chaſe a ſail; but not to part company with the fleet. In the afternoon Captain Watſon diſcovered three French ſhips of war†; and [illegible] of making their force known to the admiral, or [illegible] to rejoin the fleet, he continued the chace. The enemy's ſhips were at ſome diſtance from each other; at five o'clock Captain Watſon began to engage the Mars; but inſtead of bringing to, to attack her, by which ſhe might have been diſabled, or compelled to ſtrike, he bore down to the Content; this gave the enemy an opportunity to unite and bring their whole force into action. Captain Watſon maintained a moſt bloody and ſevere conteſt for three hours, when the wheel being ſhot to pieces, and the men at it killed; the ſhip flew up in the wind, and became ungovernable, juſt at this time he received a mortal wound, and before a lieutenant could get on the quarter-deck to aſſume the command, the maſter had ordered the colours to be ſtruck. On board the Northumberland 18 men were killed, and 30 wounded. The enemy's loſs was very conſiderable, 130 men being killed and wounded,

* [illegible] No. [illegible]

	Men.	Commanders.
[illegible]	[illegible]	M. de Perrier
[illegible]	[illegible]	M. de Conflans
[illegible]	[illegible]	M. D'Ache
[illegible]	[illegible]	[illegible]

and

and their ships much damaged. [illegible] in great triumph into Brest.

When the officers and crew [illegible] were tried by a court-martial, and [illegible] except the master, who was [illegible] Lieut. in the Mediterranean.

On the 5th of May [illegible] Commodore Curtis [illegible] Lemos.

On the 29th of May Sir Charles Hood [illegible] under his command to Sir H. [illegible]

On the 15th of June [illegible] Sass. [illegible] was [illegible] by [illegible].

On the 24th of June the [illegible] officers took place, viz.

Nicholas Hardy, Esq.	[illegible]
Sir Chaloner Ogle, Knt.	
James Stuart, Esq.	[illegible]
Sir Charles Hamilton, Knt.	
Thomas Davies, Esq.	[illegible]
Hon. George Cadogan	
William Goodall, Esq.	[illegible]
William Mayne, Esq.	[illegible]
Hugh Pigot, Esq. R.N.	[illegible]
Hugh Morris, Esq. R.N.	[illegible]
George Aylmer, Esq. R.N.	[illegible]
[illegible]	[illegible]

[illegible] tion [illegible] that [illegible] September, [illegible] of October, [illegible] [illegible] dated, [illegible]

A.D. 1744 the command of Don Joſeph Pizarro, ſent out for the purpoſe of intercepting Mr. Anſon*. Immediately upon receiving this information the commodore hired a faſt ſailing ſloop, and diſpatched an officer in her to look out ſeven or eight leagues to the weſtward in hopes of diſcovering them, and to reconnoitre their force; but he returned without being able to get ſight of them. During the commodore's ſtay at Madeira, Captain Norris being in a bad ſtate of health, was permitted to return to England. Captain M. Mitchell was appointed to command the Glouceſter; Captain Kidd, to the Pearl; the honourable Captain George Murray to the Wager; and Lieutenant Cheap to the Tryal ſloop. On the 3d of November the ſquadron ſailed from Madeira, and on the 21ſt it arrived at St. Catherines, on the coaſt of Brazil, in a very ſickly condition. On the 18th of January, 1741, the ſick being greatly re-eſtabliſhed in their health, the commodore put to ſea, and three days after the ſquadron was ſeparated in a violent ſtorm. On the 23d they all joined again, except the Pearl, which after a month's abſence alſo rejoined. The two ſquadrons were ſo near each other, that the Pearl fell in with Don Pizarro's, and miſtaking it for his own, had arrived within gun ſhot before he diſcovered his error, and with difficulty eſcaped. Her commander, Captain Kidd, dying, the commodore appointed the honourable Captain George Murray to ſucceed him, Captain Cheap to the Wager, and Lieutenant Charles Saunders to the Tryal ſloop.

On the 18th of February the ſquadron arrived at St. Julians; here the Tryal took in a new main-maſt, and the other ſhips repaired the damages they had ſuſtained in a heavy gale of wind. On the 27th of the ſame month the commodore again ſtood to ſea; and on the 7th of March they opened the ſtraits of Le Maire, with the wind and current in their favour, which flattered them with hopes of a ſpeedy paſſage round Cape Horn; theſe hopes were ſoon blaſted, the wind and current ſuddenly turning againſt them, they were driven back, and began to encounter unparalleled dangers and difficulties. On the 24th of April the ſquadron was entirely ſeparated in a violent tempeſt. An unabating ſucceſſion of theſe ſtorms had

* Appendix, Chap. II. No. 17.

worn

[illegible]

A.D. 1744 and yawl for Captain Cheap and the remaining eighteen. On the 14th of December the captain and his companions embarked in the two boats, and ſhaped their courſe to the northward; the ſtorms they encountered obliged them to throw overboard a great part of their proviſions, which made it neceſſary frequently to put on ſhore in ſearch of a freſh ſupply; once, while on an excurſion of this kind, the yawl ſunk, and the men in her were drowned; by this accident they were under the painful neceſſity of leaving four marines on a deſolate ſhore, as the barge was too ſmall to contain the whole party. They again put to ſea, but meeting with a continuance of tempeſtuous weather, were obliged to put back to Wager's iſland; where they arrived about the middle of February, almoſt periſhed with hunger and fatigue. Not long after two canoes came to the iſland, in one was an Indian who could ſpeak a little Spaniſh; the ſurgeon fortunately underſtanding that language, made a bargain with the Indian to conduct them to Chiloe. On the 6th of March the whole party embarked in the barge, taking with them the two Indians. A few days after Captain Cheap and his officers* being on ſhore, the ſix men that were left in the boat put off and ſtood to ſea, taking with them one of the Indians; but luckily not the one who was their guide, he being at this time fiſhing in his canoe. On his return he ſhewed great alarm for the fate of his companion; but being at laſt pacified, he procured canoes, and conveyed th m ſafe to Chiloe; where they were received and treated by the Spaniards with great humanity†.

But to return to Mr. Anſon, whom we left at Juan Fernandez, where he unloaded the Anna Pink, and ordered her to be broken up, and her crew put on board the Gloucester‡. Early in September the ſhips being refitted, and the ſick greatly recovered, the Commodore proceeded to ſea. On the 24th he joined the Tryal off Valparaiſo,

* Lieutenant Hamilton of the marines; Mr. [illegible], the [illegible], who died before they reached Chiloe; Mr. Campbell, and [illegible] Mr. Byron, midſhipmen.

† In the [illegible] Admiral Byron publiſhed an [illegible] of the Wager [illegible].

‡ [illegible]

* The Centurion [illegible] ſince [illegible] of [illegible] now England.

Captain

A D. 1744 an attack on Panama; and proceed to cruize in the track of the galleon expected from Manilla, bound to Acapulco. The Solidad and Teresa sailing so ill, as greatly to retard the progress of the squadron, the commodore ordered them to be burnt. On his arrival off Acapulco, he learnt that the galleon had got safe in, but that she was soon expected to sail again; this information induced the commodore to keep his station; but no galleon appearing, and the ships beginning to be in great want of water, he steered for Chequeton* to get a fresh supply. The crews of the Centurion and Gloucester were now so much reduced, that the commodore found it necessary to destroy the other three prizes, and divide their people between the two ships.

On the 28th of April, 1742, they sailed from Chequeton, the ships being destitute of every article of stores, and other necessaries, Mr. Anson was resolved to give up for the present his object of intercepting the galleon, and to steer for the river Canton, in China. In August the Gloucester was become almost a complete wreck, from the tempestuous weather which they encountered; the Centurion had also sprung a dangerous leak. Captain Mitchell finding it no longer possible to keep the Gloucester afloat; and having only sixteen men and eleven boys fit for duty, represented her wretched and miserable state to the commodore, who ordered them to be taken on board the Centurion, together with what money, goods and stores could be saved; and on the 15th of the month she was burnt.

On the 26th three of the Ladrone islands were discovered; and on the same day they anchored at Tinian. The vast quantities of fruit and vegetables which were here procured, greatly contributed to the recovery of the sick, who were put on shore in tents. The incessant storms which blow on the coast of this island, render it very hazardous for ships to lie at anchor. The Centurion was twice driven to sea; she was absent once fourteen days; at this time the commodore and 130 of the crew were on shore, and began to despair of ever seeing her return. To prevent being exposed to a similar situation in future, he embarked with all his people. On the 21st of October they sailed from Tinian; and on the 12th of November arrived

* About thirty leagues to the westward of Acapulco.

[illegible]

A.D. 1744 might receive his allowance of provisions. The Asia was the only ship out of the squadron that returned to Europe.*

In consequence of a letter which his majesty had written to the States General, to request the aid of a naval force, as stipulated by treaty, they gave directions for twenty sail of men of war† to be equipped; they shortly after arrived at Spithead, and joined the fleet under Sir John Balchen. Early in June Vice-Admiral Martin was sent with a squadron‡ to cruize at the entrance of the channel. Soon after intelligence was received that the victuallers and store-ships, which had sailed under convoy of Sir Charles Hardy, were blocked up in the Tagus by a French squadron under the command of M. de Rochambeau. Sir John Balchen was immediately ordered to sea with the English and part of the Dutch fleet:§ he sailed from St. Helens on the 28th of July; and on his arrival off the Tagus, he learnt that M. de Rochambeau had notice of his approach, and retired with his fleet to Cadiz. Sir John Balchen saw the store ships safe into Gibraltar, and then steered for England. On the 31st of October the fleet was overtaken by a violent storm, in which several of the ships were much shattered; the Exeter lost her main and mizen mast, and was under the necessity of throwing twelve of her guns overboard to prevent her from sinking. On the 4th the Victory separated from the fleet, and was never more heard of. It is supposed that she struck upon a ridge of rocks off the Caskets; as from the testimony of the men who attend the lights, and the inhabitants of the island of Alderney, many guns were heard on the nights of the 4th and 5th of October, but the weather was too tempestuous to hazard boats out to their assistance. In this ship perished near one thousand men, besides fifty volunteers, sons of the first nobility and gentry in the kingdom.

The King, as a reward for the faithful services of Sir John Balchen, settled a pension of 500l. per annum on his widow.

On the 10th of October Vice-Admiral Stewart arrived with the rest of the fleet in Plymouth Sound.

On the 24th of February Captain Bury, in the Solebay, took, after an action of near four hours, a Spanish register

* Appendix, Chap. II. No. 17.
† Appendix, Chap. II. No. 33.
‡ Appendix, Chap. II. No. 34.
§ Appendix, Chap. II. No. [illegible]

Hap

A.D. 1744 On the 9th of February, the combined fleets were observed ſtanding out of Toulon road, formed in a line of battle.* At ten o'clock Admiral Matthews made the ſignal to weigh, and half an hour after to form the line of battle a-head. The Britiſh fleet continued plying to windward between the iſlands and the main all the afternoon; but the confederate fleets not chooſing to bear down, the admiral at night returned to his anchorage in the bay.

At day-break on the 10th the ſignal was made to weigh, and the fleet ſtood out to ſea in the line a-breaſt. Both fleets did nothing more than manœuvre in ſight of each other the whole of this day.

On the 11th Admiral Matthews began to ſuſpect that M. de Court had in view to decoy the Britiſh fleet towards the Straits mouth, where there was a probability of his being joined by the Breſt ſquadron. In order to counteract the deſign of the French admiral, he was determined to endeavour to bring him to action without loſs of time, accordingly at half paſt eleven he made the ſignal to engage. The fleets at this time were at ſuch a diſtance from each other, that it was one o'clock in the afternoon before the Namur got a-breaſt of the Real, and Rear-Admiral Rowley, in the Barfleur, a-breaſt of the Terrible, M. de Court's ſhip, who was in the center of the confederate fleet. Admiral Matthews finding that he could not bring up his van with the van of the enemy, on account of the ſuperior ſailing of the French ſhips, at half paſt one o'clock bore down within piſtol ſhot, and began to engage the Spaniſh admiral with the greateſt intrepidity; at the ſame time Rear-Admiral Rowley opened a heavy fire on the Terrible. Vice-Admiral Leſtock uſed every effort in his power to get up to the aſſiſtance of the center; but there being little wind, with a great ſwell, he could make but little way, and was unavoidably thrown out from having any ſhare in the engagement. Admiral Matthews was nobly ſupported by his ſeconds, the Marlborough, Captain Cornwall, and the Norfolk, the honourable Captain Forbes. Rear-Admiral Rowley was not leſs ably ſupported, by Captain Oſborne in the Princeſs Caroline. Captain Hawke, in the Berwick, diſplayed uncommon bravery; obſerving the Poder to fire very briſkly at ſeveral of the Britiſh ſhips,

* Appendix, Chap. II. No. 36.

without

A.D. 1744

A.D. to leeward going off, with their disabled ships in tow.
1744 Admiral Matthews made the signal for a general chace, and soon after to draw into a line of battle a-breast. The enemy perceiving the British fleet coming fast up with them, cast off and abandoned the Poder, first setting fire to her, and she shortly after blew up. At half past five in the evening it fell little wind, and there being no prospect of getting up with the enemy before dark, the admiral brought the fleet to.

On the 13th in the morning the admiral made the signal for Vice-Admiral Lestock and his division to chace above twenty sail of the enemy, which were seen in the W. S. W. The vice-admiral came up fast with them; and had not the commander in chief made the signal to recal ships in chace, the enemy must very shortly have either cast off their crippled ships, or risked a general engagement. Admiral Matthews assigned as a reason for this conduct, that had he continued the pursuit, he might have been drawn too far down the Mediterranean, and in that case have left the coast of Italy unprotected, and deviated from his instructions. The fleet kept the sea a few days longer, and then proceeded to Mahon harbour. On its arrival, Admiral Matthews suspended Vice-Admiral Lestock from his command, and sent him to England.

The loss sustained by the British fleet in this unfortunate action, was ninety-two men killed, and 185 wounded, besides those who perished in the fire-ship. Captain Cornwall,* of the Marlborough, Captain Godfrey, of the Marines, and Mr. Cotton, the master of the same ship, were killed. Captain Rufsel, of the Namur, was mortally wounded.

The slaughter on board of the combined fleets was much more considerable. The Real had 500 men either killed or wounded; the Neptune 200; the Isabella, 300; and the other ships in proportion as they shared in the action. The officers killed were, Don Nicholas Geraldine, Captain of the Real; Don Henry Olivarez, Captain of the Neptune; and his first lieutenant. Admiral Navarro received two slight wounds.

On the return of the combined fleet into port, Don Navarro expressed himself to the Spanish ministry so much

* A very handsome monument is erected in Westminster Abbey at the public expence, to perpetuate the memory of this brave man.

dissatisfied

[illegible] with the Cordiner of M. [illegible] Court, that [illegible]

[illegible]

[illegible] Matthews was at [illegible]

[illegible]

NORTH [illegible]

[illegible]

[illegible]

A.D. 1744 the loſs of a number of men. The tender had 10 men killed and 30 wounded.

The Loo, of 40 guns, Captain Tutting, with her prize, were loſt on the Bahama iſlands, their crews were ſaved. The Aſtrea of 20 guns, Captain Swanton, was burnt by accident, lying at anchor in the harbour of Piſcataway, the crew was ſaved.

WEST INDIES.

The ſquadron, under the command of Sir Chaloner Ogle, at Jamaica, was too much reduced to attempt any enterprize of importance, nor could he prevent Admiral De Torres from getting out of the Havannah with five galleons, worth 15,000,000 of piaſters, which he convoyed in ſafety to Corunna. His cruizers were however active, and picked up ſome good prizes.

Lieutenant George Elliot, who commanded the Rippon (in the abſence of her captain who was ſick) captured the Conde de Chinchan, Spaniſh ſhip of war of 18 guns, but pierced for 24, 12 ſwivels, and 145 men; ſhe had on board 1200 cheſts of quickſilver, beſides other rich merchandize. This ſhip was taken into the ſervice, and Mr. Elliot appointed to command her.

The Falmouth and St. Albans, commanded by the Captains Colby and Knight, captured two Spaniſh ſhips valued at 46,875l.

In January, the convoy on its paſſage home was overtaken by a violent ſtorm in the gulph of Florida, in which the Orford, of 70 guns, Captain Parry Mayne, was loſt; the crew were ſaved by the ſhips in company.

On the 20th of October the iſland of Jamaica was viſited by a moſt dreadful hurricane, which did conſiderable miſchief to the greateſt part of the iſland; the town of Port Royal was almoſt deſtroyed, the new fort at Muſquito Point was entirely demoliſhed, and ſeveral houſes and other buildings at Kingſton were blown down. Sir Chaloner Ogle was unfortunately at this time out on a cruize with the greater part of the fleet; but the eight remaining ſhips of war in the harbour were driven aſhore, and five of

[illegible]

A.D. 1744	The value of the prizes taken from Britain by France amounted to -	798,000l.
	Balance in favour of Britain -	773,000l.

OCCURRENCES AT HOME.

1745 Very early in the year the parliament voted for the ſea ſervice 2,286,253l. 15s. for 40,000 ſeamen and 11,550 marines; 200,479l. 9s. 10d. for the ordinary of the navy. The whole ſum granted for this year was 7,088,353l. 10s. 10d.

In February Rear-Admiral Medley ſailed from Spithead with ſeven ſhips of war to reinforce the fleet in the Mediterranean*.

Vice-Admiral Martin cruized with a ſquadron in the chops of the channel. On the 26th of March he fell in with and captured the Panther, a French ſhip of war of 20 guns, and 260 men, commanded by M. de Keruzaret, and five ſail of French merchant ſhips from the Weſt-Indies.

On the 20th of February the Cheſter and Sutherland, commanded by Captains Geary and Brett, captured the Elephant, French ſhip of war of 20 guns, and 134 men, commanded by M. Sellet.

On the 23d of April the following promotion of flag officers took place, viz.

Edward Vernon, Eſq. admiral of the white

Thomas Stewart, Eſq.
Thomas Davers, Eſq.
Hon. George Clinton, } Vice-admirals of the red

William Rowley, Eſq.
William Martin, Eſq. } Vice-admirals of the white

Iſaac Townſend, Eſq.
Henry Medley, Eſq. } Vice-admirals of the blue

Lord Vere Beauclerk, Rear-admiral of the red

George Anſon, Eſq. Rear-admiral of the white

Perry Mayne, Eſq. Rear-admiral of the blue

On the 22d of April the Angleſea, of 40 guns, and 250 men, commanded by Captain Jacob Elton, was taken in the channel by L'Apollon, French privateer of 50 guns

* Appendix, Chap. II. No. 18.

and

[illegible] after a most [illegible] [illegible] [illegible] were [illegible] killed, [illegible] [illegible] Mr. Robert [illegible], second lieutenant, [illegible] [illegible] Royal [illegible].

[illegible] of the [illegible] [illegible]

[illegible]

A.D. 1745 ingly on the 23d of September a court-martial aſſembled on board the London, at Chatham, compoſed of the following members, viz.

Preſident.

Sir Chaloner Ogle, Knt. admiral of the blue
Perry Mayne, Eſq. rear-admiral of the blue
William Smith, Eſq. commodore

Captains.

William Parry	Francis Geary
Charles Wyndham	Smith Callis
William Chambers	George Bridges Rodney
James Rentone	Robert Erikine
Robert Allen	John Pittman
Thomas Frankland	Edward Spragge
Sir William Hewit, Bart.	Robert Swinton
Charles Colby	Hon. Archibald Stewart
Sheldrake Layton	George Elliot
Joſeph Hamer	Sir Charles Molloy, Knt.
John Orme	

The four lieutenants of the Dorſetſhire* were firſt tried, on a charge of having adviſed their captain, George Burriſh, Eſq. not to bear down upon the enemy; this not being proved, they were all acquitted.

On the 25th of the ſame month the court proceeded to the trial of Captain George Burriſh of the Dorſetſhire. Five charges were exhibited againſt him; part of each being proved, and that he had alſo deviated from the 12th and 13th articles of the fighting inſtructions; the court, on the 9th of October, adjudged him to be caſhiered, and for ever rendered incapable of being an officer in his majeſty's navy.

On the 10th of October, Captain Edmund Williams, of the Royal Oak, was tried upon four charges; all of them being proved in part; the court, in conſideration of his long ſervices, adjudged him as unfit to be employed any more at ſea; at the ſame time recommended him to the admiralty to be continued on the half pay liſt. He afterwards was appointed a ſuperannuated rear-admiral in the year 1747.

* Henry Pere,
[illegible] Davids,
William Grant,
[illegible] Smith.

On

A.D. 1745 much crippled in her rigging, her commander availed himself of the opportunity, ſet what ſail he could, and got off. The Lion had forty five men killed, and 107 wounded; Captain Brett, with all the lieutenants and maſter, were among the wounded. The Elizabeth had her captain and ſixty-four men killed, and 144 wounded; ſhe was ſo much damaged, that it was with difficulty ſhe reached Breſt. After the action the frigate purſued her courſe, and landed Prince Charles at Lochabar on the 27th day of July.

In order to prevent ſuccours being ſent to the rebels from France, Admiral Vernon was ordered with a ſtrong ſquadron to the Downs; and Rear-Admiral Byng* was ſent with ſome ſhips to the coaſt of Scotland.

The Captains Moſtyn, Griffin, Tooke, and Brett, having been much cenſured by the public for not continuing to purſue and engage two French ſhips of war, La Neptune, and La Fleuron, of ſeventy-four guns each, which they fell in with in the channel; demanded a court-martial to enquire into their conduct; but as nothing appeared to criminate them in the leaſt, they were honourably acquitted.

The Pembroke, of ſixty guns, on her paſſage down the river Medway from Chatham to Blackſtakes, was overſet and ſunk by a ſudden ſquall of wind; whereby ſeven officers, one hundred men, and many women were drowned. The ſhip was afterwards weighed up.

In November the Fox, of twenty guns, Captain Beaver, was wrecked near Dunbar, in Scotland, and all on board periſhed.

The Britiſh privateers were ſingularly fortunate this year in cruizing againſt the enemy. The Prince Frederick, of twenty-eight guns, and 250 men, commanded by Captain James Talbot, and the Duke, of twenty guns and 150 men, Captain Morecock, fell in with, on a cruize off the weſtern iſlands, and after a moſt obſtinate battle, took two large French ſhips, viz. the Marquis D'Antin, of 400 tons, twenty-four guns, and ſixty-eight men; and the Lewis Erafmus, of 500 tons, twenty-eight guns, and ſixty-ſix men; a third which was in company, La Notre Dame de Deliverance, of twenty-two guns, and fifty men, eſcaped. Theſe ſhips were from the South Seas, where they had been four years, and were

* Promoted to the rank of vice-admiral the 10th of Auguſt.

immenſely

[illegible] length. The privateer had a lieutenant and [illegible] two or three killed, and several [illegible] wounded. [illegible] was, with the captain, [illegible] and [illegible] men wounded.

On the [illegible] June, Captain [illegible] with [illegible] prize, from whom [illegible] man of war at Bristol. [illegible] of them [illegible] to [illegible] the [illegible] to Sand.

The captains and crews of the privateers [illegible] that [illegible] keep a [illegible] a fleet; [illegible] when [illegible] meanwhile, the [illegible]

The conduct of the people [illegible] the [illegible] and [illegible] government to [illegible] the war, this was [illegible]

The [illegible], Captain Baker, took the St. Joseph [illegible] de la [illegible], from Carthagena to the H[illegible]

The [illegible] privateer, Captain [illegible], took L'Aigle [illegible]

The [illegible], Captain [illegible] [illegible]

[illegible]

[illegible]

[illegible] Captain [illegible] H[illegible]

G[illegible]

A.D. 1745 Toulon, was brought to a court martial, which assembled on board the Torbay, in Mahon harbour: Vice-Admiral Rowley sat as president. The court wished to have sworn Mr. Edward Jekyll, but he being the accuser of Captain Norris, refused. Several witnesses were examined; and on the 5th of February the court came to a determination not to proceed any further, doubting the authority they had, as Captain Norris had, by permission, some time before quitted the command of the Essex, and was then on half-pay. The matter was therefore referred to the Admiralty. The lieutenants of the Essex at the same time wrote a letter, complaining of the treatment they had received from the court. This affair was laid before the house of commons, who passed a heavy censure on the court-martial, for the partiality it had shewn; at the same time gave orders for Captain Norris to be sent home to take his trial in the same ship with the other captains. On his arrival at Gibraltar, conscious of the justness of the charges alledged against him, he retired into Spain, where he changed his name, and remained for ever in obscurity.

On the 10th of April Rear-Admiral Medley arrived at Minorca with a reinforcement from England. Soon after Vice-Admiral Rowley put to sea with twenty-four sail of the line,* and steered for Carthagena, to block up the Spanish fleet in that port; at the same time he detached Captain Osborne with twelve sail of the line, to watch the motions of the French fleet at Cadiz. This effectually prevented a junction of their fleets; and gave the British cruizers an opportunity of very much distressing the enemy's trade. The Rochester alone took eighteen sail of transports; and the same ship, in company with the Lowestoffe, near Naples, fell in with, and captured above forty sail of vessels laden with provisions and stores for the Spanish army.

The Jersey, of sixty guns, Captain Charles Hardy, being on a cruize off the Straits mouth, fell in with, and engaged the St. Esprit, a French ship of war of seventy-four guns, from half an hour past six in the evening, till nine, when she bore away for Cadiz, having lost her foremast and bowsprit, and above twenty men killed. The Jersey was too much crippled to pursue her.

The republic of Genoa having openly declared its [illegible]

* Mars, [illegible] Cloudesley Shovel, [illegible]

A.D. 1745 be ſent out from France. On the 19th of May the commodore came up with, and after a ſhort reſiſtance, took the Vigilante, a fine new ſhip of ſixty-four guns, commanded by the Marquis de Maiſonfort, which had been ſent out with ſtores and proviſions for the garriſon at Louiſbourg.

From the 22d of May to the 12th of June, the commodore received a conſiderable reinforcement of ſhips from England, he therefore reſolved to puſh into the harbour, in order to co-operate with the army, and to make a general and vigorous attack on the forts; but on the 27th the governor ſent out and offered terms of capitulation. The next day the Britiſh troops took poſſeſſion. Our loſs amounted to 101 men killed, and thirty who died of ſickneſs. The enemy had 300 men killed.

For the purpoſe of decoying the enemy into the harbour, the French colours were always hoiſted whenever a ſail was diſcovered; by which ſtratagem many valuable prizes were taken.*

When the news of the reduction of Louiſbourg reached England, his majeſty was pleaſed to promote Commodore Warren to the rank of rear-admiral of the blue. Governor Shirley, and Mr. William Pepperell, were each given a regiment, with the rank of colonel; the latter was alſo created a baronet of Great Britain.

For the eſſential ſervice which Captain Rous had performed, his majeſty directed the Shirley galley privateer, of twenty-four guns, to be purchaſed into the navy as a poſt ſhip, and Captain Rous appointed to command her.

The Roſe, of twenty guns, and 125 men, commanded by Captain Thomas Frankland,† being on a cruiſe off the coaſt of South Carolina, fell in with, and after a ſevere and obſtinate battle, took La Conception of twenty guns, and 326 men, of whom 116 were killed, and forty wounded. The Roſe had five men killed and thirteen wounded. This ſhip was from Carthagena, bound to the Havannah, and

* La Charmante, L'Heron.	from the Eaſt-Indies, valued at	200,000l. 140,000l
La Notre Dame de Deliverance,	South Seas, valued at - -	600,000l.

This ſhip eſcaped from the Prince Frederick and Duke, privateers, when they captured the Marquis D'Antin, and Lewes Eraſmus.

† Afterwards Admiral Sir Thomas Frankland.

proved

[illegible] a most valuable prize. [illegible] A.D. 1745
[illegible] gold and [illegible] [illegible] [illegible] [illegible] diamonds, pearls, [illegible] It is related, that the quantity [illegible] that the floors [illegible] of counting it, and [illegible] when [illegible] the ship, and [illegible] upon [illegible] reward from Captain Frankland, [illegible] which were concealed in a place that no one would have ever thought of looking any thing.

Captain Frankland presented the French captain with a diamond [illegible], which he [illegible] as a poor reward for [illegible].

A [illegible] was made by a little French boy, Captain Frankland had taken into his favour, who [illegible] having taken [illegible] the same.—Captain Frankland [illegible]; and on returning [illegible] gave him a tap on the [illegible] with it; [illegible] something [illegible], Captain Frankland was induced to [illegible], and taking off the [illegible] it, [illegible] French captain's [illegible]. When the captain [illegible] [illegible] [illegible].

[illegible]

[illegible]

A.D. 1745 took five French privateers, and one Spanish*. He also attacked two Spanish Xebeques, each of equal force to the Merlin; after an obstinate engagement, he was obliged to retire. These vessels had been fitted out for the express purpose of taking the Merlin; they had some time before taken the Blast and Achilles sloops of war.

LEEWARD ISLANDS.

On the 28th of March, a French squadron, under the command of the Chevalier de Caylus, arrived at Martinico; this very much alarmed all the British islands; as the naval force left under the command of Commodore Knowles, was so much reduced, as to be scarcely able to afford protection to the trade, much less to cope with M. de Caylus, who, instead of attacking the British islands, took on board a reinforcement of men, and proceeded to Hispaniola. The French commodore detached two frigates and some privateers, with about seven hundred troops, under the command of M. La Touche, to make a descent on the little island of Anguilla; but Mr. Hodge, the governor, with the militia of the island, which did not exceed 150 men, maintained his ground with so much resolution, that he obliged them to retire with the loss of thirty-two men killed, twenty-five wounded, and fifty made prisoners.

On the 3d of October Vice-Admiral Townsend arrived off Martinico;† and there receiving intelligence of a French convoy which was expected from France with stores and provisions for the island, he continued to cruize with great vigilance till the 31st in the morning; when forty sail of French ships were discovered coming round the south end of the island, close under the shore. The vice-admiral finding that the French commodore endeavoured to avoid him, made the signal for a general chace; the merchant vessels instantly dispersed; above thirty of them were either taken or destroyed. The ships of war

Ships.	*Guns.*
* L'Union,	16
La Vainquer,	16
La Bacchus,	16
Le Ferdinand,	18
Le Petit Guave,	14
St. Antonio,	10

† Appendix, Chap. II. No. 41.

pushed

A.D.			
1745	Britiſh taken by the Spaniards	-	102
	Ditto by the French -	-	407
	Total taken from the Britiſh	-	509

OCCURRENCES AT HOME.

1746 In January the parliament voted for the ſea ſervice of the current year 40,000 ſeamen, and 12,000 marines. The whole ſupplies granted by parliament amounted to 7,250,000l.

In the ſame month Vice-admiral Martin was ſent to command in the Downs, in the room of Admiral Vernon. Rear-admiral Bing being wanted, as a member on ſome courts-martial, was relieved on the coaſt of Scotland by Commodore Smith. Commodore Matthew Mitchell commanded on the coaſt of Flanders. And in the ſpring Commodore Griffin was ſent with a reinforcement of ſhips to the Eaſt-Indies.

The Court-martial, which had adjourned at the cloſe of the preceding year, aſſembled again on the 6th of May for the trial of Vice-admiral Leſtock. It was held on board the Prince of Orange, at Deptford, and compoſed of the following members, viz.

Preſidents.

Perry Mayne, Eſq. Rear-admiral of the blue
Hon. John Bing, Rear-admiral of the blue.

Captains.

Hon. Edward Legge	John Orme
James Rentone	Thomas Frankland
Charles Colby	Hon. John Hamilton
Joſeph Hamer	Sir Charles Molloy
Smith Callis	Robert Erſkine
John Pitman	Charles Catford
Thomas Hanway	Edward Spragge.

On the 3d of June the evidence on both ſides was cloſed, when the court paſſed the following ſentence, which was read by the Judge Advocate, viz.

" That the court were of opinion, that the information " the charge was founded upon was not true; and that " the evidence in ſupport of the charge was not ſufficient " to make it good; and that many witneſſes in ſupport of " the charge, as likewiſe thoſe in the admiral's defence, " had

A. D. 1746 " him ſatisfaction as far as it is in our power. And, as " the injury we did him was of a public nature, we do " in this public manner declare, that we are now ſatisfied, " the reflections caſt upon him in our reſolutions of the " 16th and 21ſt of May laſt, were unjuſt, unwarrantable, " and without any foundation whatſoever; and we do aſk " pardon of his lordſhip, and of the court of common " pleas, for the indignity offered both to him and the " court."

On the 16th of June the court-martial proceeded to the trial of Admiral Matthews. Fifteen charges were exhibited againſt him by Vice-admiral Leſtock; moſt of them tending to prove, that through his miſconduct, the failure of ſucceſs of his majeſty's fleet in the Mediterranean was principally owing.

The members compoſing the court were as follows:

President.

Perry Mayne, Eſq. Rear-admiral of the blue
Hon. John Bing, Rear-admiral of the blue.

Captains.

Miles Stapleton	Sir Charles Molloy
Hon. Edward Legge	Callis Smith
James Rentone	John Pitman
Thomas Frankland	Charles Catford
Sir William Hewit	Thomas Hanway
Charles Colby	George Elliot
Hon. John Hamilton	Edward Sprage
Sheldrake Laton	John Orme
Joſeph Hamer	

From the number of witneſſes to examine, and the frequent adjournments, the court did not paſs ſentence until the 22d of October, as follows, viz.

" The court having examined the witneſſes produced, " as well in ſupport of the charge as in behalf of the pri- " ſoner; and having thoroughly conſidered their evi- " dence, do unanimouſly reſolve, That it appears thereby, " that Thomas Matthews, Eſq. by divers breaches of " duty, was a principal cauſe of the miſcarriage of his " majeſty's fleet in the Mediterranean, in the month of " February 1744; and that he falls under the 14th article " of an act of the 13th of Car. II. for eſtabliſhing ar- " ticles and orders for the regulating the better govern- " ment of his majeſty's navies, ſhips of war, and forces by " ſea;

A.D. 1746 their march, being very little annoyed by the enemy, except from a few ſkirmiſhing parties of the militia. On the 22d, the general took poſt not far from the town, and ſent in a flag of truce, demanding the ſurrender of the place immediately. The inhabitants were ſo much terrified, leſt the town ſhould be deſtroyed, that the next morning they ſent out three deputies to offer terms of capitulation, which were rejected by General St. Clair, who inſiſted that the place ſhould ſurrender at diſcretion, and gave them three hours to conſider of the matter. By this time the whole coaſt was alarmed; the enemy mounted ſeveral cannon on the ramparts, and were reinforced by a conſiderable body of regular troops, and prepared to make a vigorous defence. Had the general made an immediate attack the firſt night of his appearing before the town, it would have been carried without much difficulty. But the reduction of it was rendered impracticable by delay; and the Britiſh forces were in danger of having their retreat cut off from the fleet. Several councils of war were held, wherein it was reſolved to reimbark the troops, which was accompliſhed by the 30th; and as it was the opinion of the ſea officers, that the fleet remaining any longer on the French coaſt would be attended with great danger, it was determined to proceed to Ireland.

During the reimbarkation of the troops, Admiral Leſtock, on the 1ſt of October, received a letter from Captain Leke, of the Exeter, (who had been ſent to ſound Quiberon bay) in which he gave ſo favourable an account of the anchorage, that the admiral was reſolved, notwithſtanding the opinion of the council of war, to proceed there with the fleet and army. On the 2d the fleet anchored in Quiberon bay, excepting ſome of the tranſports and a ſtore-ſhip, which had been ſeparated from the fleet by the badneſs of the weather, and were obliged to bear away for England. This diminution of force prevented any enterprize of importance being undertaken. The admiral and general therefore, after deſtroying the fortifications on the iſlands of Houat and Hedic, as well as thoſe on the Peninſula, returned to England*.

The day before the admiral's arrival in Quiberon bay, Captain Leke, in the Exeter, with the Pool and Taviſtock

* Beatſon's Naval and Military Memoirs, vol. 1. page 310 to 326.

ſloop.

the navy.

A.D. 1746 The Britiſh privateers were very ſucceſsful this year. On the 13th of March, the Warren and Saltaſh attacked a French convoy at anchor off Port St. Louis, protected by an armed ſhip of 10 guns; which they captured, with four of the merchantmen, and drove aſhore ſixteen others.

In April, the Alexander privateer, mounting 20 ſix pounders, and 150 men, commanded by Captain Phillips, being on a cruiſe, obſerved a large ſhip come to an anchor under a ſmall fort in St. Martin's road, in the iſle of Rhée. Captain Phillips ſtood boldly in, boarded her with fifty men, and brought her off. She proved to be his majeſty's ſhip the Solebay, of 22 nine pounders, and 230 men, taken by the French in the year 1744. His majeſty, as a reward for the intrepid behaviour diſplayed by Captain Phillips on this occaſion, ordered him a purſe of 500 guineas; and preſented him with a gold medal worth 200 more.

The Fame, a ſnow privateer belonging to Liverpool, commanded by Captain Fortunatus Wright, on a cruize in the Levant, took ſixteen French ſhips, one of them mounted twenty guns, and 150 men, fitted out expreſsly for the purpoſe to take or deſtroy the Fame. They engaged furiouſly for three hours off the iſland of Cyprus; when the enemy ran their ſhip aſhore, and fled up the country. The Fame's crew boarded and brought her off.

The Dublin privateer took a regiſter ſhip worth 100,000l. and the King George, Prince Frederick, and Duke, took another worth 150,000l.

A cauſe was tried this year before the court of admiralty, between the officers and crew of the Centurion, and thoſe of the Glouceſter. The queſtion to be decided was, whether thoſe of the latter ſhip were entitled to a proportionate ſhare of the prize money with the Centurion's people, their ſhip being loſt. The court decreed it in their favour; they being on board the Centurion at the time of the capture of the Acapulca ſhip, and equally aſſiſting in the action.

In conſequence of the encouragement given to ſuch adventurers as ſhould diſcover a paſſage to Japan and China, by Hudſon's bay; two attempts were made, but with as little ſucceſs as heretofore.

An act of parliament paſſed, for every ſhip built in Great Britain, or in his majeſty's plantations in North America, on her firſt going to ſea, to be furniſhed with a complete ſet

of

and

A.D. 1746 fered with him in opinion on the plan of operations. M. de Jonquierre, who now ſucceeded to the command, found his forces ſo much reduced, and the ſmall-pox breaking out among them, carried off above two thouſand ſoldiers and ſailors. It was therefore reſolved, in a council of war, to relinquiſh the enterpriſe, and return to Europe with the wreck of their ſhattered forces. On the 12th of October they ſailed from Chiboctou, having converted ſome of the men of war into hoſpital ſhips.*

Vice-Admiral Townſend arrived at Louiſbourg with a ſquadron from the Weſt-Indies;† which entirely protected that place and Annapolis from any attempts the French might have made againſt them.

On the 4th of Auguſt, the Pembroke, Captain Fincher, took off the banks of Newfoundland, La Ferme, a French ſhip of war of 50 guns, bound to Quebec with ſtores, &c.

The Albany ſloop of war, Captain Colby, going with diſpatches from Louiſbourg to Boſton, was taken by Le Caſtor French frigate, and carried into Chiboctou.

LEEWARD ISLANDS.

Early in January, Vice Admiral Townſend ſailed from St. Chriſtopher's with ſuch of his ſquadron as could be ſpared, for the protection of Louiſbourg, and our poſſeſſions in Nova Scotia.‡ In the latitude of 40 degrees north, he was overtaken by a violent ſtorm, which greatly ſhattered and diſperſed the fleet, and obliged him to return to the Weſt-Indies. The Princeſſa and Ipſwich bore away for England; the latter in the utmoſt diſtreſs, having loſt her rudder, and entirely diſmaſted. In this miſerable ſituation ſhe was driving about at the mercy of the waves, for ſeveral days; when, by the ingenuity of one of the ſeamen, a machine was invented to ſteer her. On the 22d of April ſhe arrived at Plymouth, in the moſt wretched ſtate imaginable; her crew were driven to the dreadful neceſſity of eating their meat raw for three weeks; and ſcarcely any but brackiſh water to drink, the ſhip having at times been water logged, which ſtove ſeveral, and damaged moſt of the other caſks in the hold. Fifty of the crew died on the paſ-

* Appendix, Chap. II. No. 43.
† Appendix, Chap. II. No. 44.
‡ Appendix, Chap. II. No. 45.

ſage;

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

A.D. 1746 inclination to engage them, as he had done on the preceding day; lying to windward with his ſquadron. On the morning of the 4th the two ſquadrons had approached to within two leagues of each other. M. de Conflans not doubting, but that he ſhould be immediately attacked, formed his line of battle, with a reſolution to defend his convoy. A long calm prevented them from nearing each other, till four in the afternoon; when a fine breeze, favorable to the Britiſh, ſpringing up, every one on board was in anxious expectation of being led down to battle; but to their utter aſtoniſhment, the ſignal was made to haul on a wind, and ſhorten ſail. M. de Conflans ſurpriſed at ſuch diſgraceful conduct, in return gave chace, and at eight o'clock at night his leading ſhip was cloſe up with the Lenox, and began to engage her: Captain Lawrence defended his ſhip with great bravery for near two hours, when the French admiral bore away to join his convoy. Captain Mitchell was ſo much alarmed, leſt the French ſhould continue the purſuit, that he ordered the ſhips of his ſquadron to put out their lights, and to make ſail from the enemy.

On the 18th of October, Vice-Admiral Davers died, when the command of the ſquadron devolved on Captain Mitchell, whoſe cowardly and ignominious conduct had been repreſented to the admiralty. Commodore Smith was therefore ſent out with orders to ſuperſede, and bring him to a court-martial; which, on his arrival, was accordingly held in Port Royal Harbour. Such was the lenity of the court, that although nothing could be more clearly proved, than the charges of cowardice and neglect of duty when in ſight of the French fleet; they only adjudged him to be mulcted of five years pay, and rendered incapable of ever ſerving again in the royal navy.

Captain David Brodie, in the Merlin ſloop of war, cruized with his uſual ſucceſs and activity. After a very ſevere action, he took two large French ſhips of great value, in which he loſt his right arm. For his vigilance and bravery, he was promoted to the command of the Canterbury, of 60 guns.

EAST-INDIES.

Early in the year, Commodore Barnet arrived at Madras; and being ſoon after reinforced by the Wincheſter and Harwich, of 50 guns each, from England, he ſent home

A.D. 1746 commodore, M. la Bourdannois was resolved to lay siege to Madras, and proceeded to Pondicherry to make the necessary arrangements. On the 15th of August the French squadron anchored in Madras road, and began to cannonade the town. Commodore Peyton soon after arrived in Pullicate road, about eight leagues to the northward of Madras. The governor and council instantly made known to him the perilous situation of the settlement, and entreated him to come to its relief; instead of which he proceeded to Bengal, pleading in excuse, that the very leaky condition of the Medway would endanger her coming into action.

The settlement being thus left to its fate, was closely invested by sea and land. On the 10th of September, Governor Morse, to save the town from being entirely destroyed, agreed to capitulate, on the terms proposed by M. La Bourdannois, who allowed the inhabitants to ransom the place for 1,100,000 pagodas, or 440,000l. sterling. The British were permitted to reside unmolested in their houses, and La Bourdannois acted in all respects as became a man of the strictest honour and probity.

On the 27th of September the French squadron was reinforced by three sail of the line from France*. On the 2d of October, at midnight, a most furious storm arose, which continued to blow with the greatest violence till noon the next day. Three French ships of war foundered, and their crews perished. The admiral's ship and two others were dismasted, and notwithstanding they threw overboard all their lower-deck guns, it was with difficulty they were saved. Several merchant vessels were lost with their crews. This dreadful storm was not felt by the ships in Pondicherry road.

On the 12th of October, M. La Bourdannois sailed with a part of his squadron to the Mauritius, and sent the rest to refit at Achen. Soon after his departure from the coast, M. Dupleix, governor of Pondicherry, an artful and avaricious man, jealous of the authority of M. La Bourdannois, scandalously violated the terms on which the presidency of Madras had capitulated, obliging all the British inhabitants to evacuate the place, and declared the ransom null.†

Towards

* Appendix, Chap. II. No. 48.

† Abbe Reynal says, "So many misfortunes brought on, by the "intrigues

[illegible]

[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
Total [illegible]	[illegible]
Total taken from the enemy	[illegible]
[illegible] the enemy	[illegible]

[illegible] Great Britain [illegible] West-Indiamen [illegible] Turkey [illegible]

[illegible]

[illegible]

[illegible] admirals, captains, [illegible]

A.D. 1747 another effort to recover Cape Breton. For this purpose a ſtrong ſquadron was equipped at Breſt, and the command given to M. de la Jonquierre. At the ſame time another ſquadron was prepared to ſail to the Eaſt-Indies, under the command of M. de St. George. For the better protection of the trading ſhips, againſt any attempts of the Britiſh cruizers; theſe ſquadrons were to proceed in company ſo far as their courſes were the ſame.

To counteract the deſigns of the French cabinet, adminiſtration ordered a ſtrong ſquadron to be got ready, the command of which was conferred on Vice admiral Anſon, and Rear-admiral Warren*. On the 9th of April they ſailed from Plymouth, and continued to cruize off cape Finiſterre till the 3d of May, when the French fleet was diſcovered, conſiſting of thirty-eight ſail. Nine of which ſhortened ſail and drew into a line of battle ahead, whilſt the reſt crowded all their ſail to the weſtward. Vice-admiral Anſon made the ſignal to form the line of battle; but Rear-admiral Warren ſuſpecting this to be a manœuvre of the enemy to favour the eſcape of their convoy, bore down and communicated his opinion to the admiral, who took in the ſignal for the line, and threw out the one for a general chace. About four in the afternoon the Centurion brought the enemy's ſternmoſt ſhips to action; ſhe was ſoon nobly ſupported by the Namur, Defiance, and Windſor; theſe were for ſome time cloſely engaged with five of the enemy's ſhips; when the reſt of the fleet coming up, the action became general. The French fought with great ſpirit and bravery againſt ſo ſuperior a force till ſeven in the evening, when all the ſhips of war were taken. The admiral detached the Monmouth, Yarmouth, and Nottingham, in purſuit of the convoy; which they came up with and took nine ſail, three of them were Eaſt-India ſhips; the reſt eſcaped by favour of the night.

The loſs the enemy ſuſtained in this action was about 700 men killed and wounded. One captain was among the former; and M. de la Jonquierre received a wound by a muſket-ball in the ſhoulder.

The Britiſh had 250 killed and wounded; among the ſlain was Captain Grenville, of the Defiance, at the age of

* Appendix, Chap. II. No. 50.

28 years.

[illegible] and an [illegible] officers, and [illegible] by the action and the [illegible]. Captain [illegible] a wound [illegible] the day.

Towards [illegible] was [illegible] on this [illegible] war, which was [illegible], and conveyed to London [illegible].

Vice-Admiral Angelo [illegible] and when [illegible] at court [illegible] it was graciously pleased [illegible] done a great service, I thank [illegible] thank, in my name, all [illegible] their bravery and conduct, [illegible] great."

On the 19th of June Admiral Angelo [illegible] of Great Britain and Russia. Warren was [illegible] with [illegible] of the Sun.

At [illegible] Admiral [illegible] Commodore [illegible] the Windward Islands. On the 2[illegible] June, [illegible] Admiral [illegible] Captain [illegible]

A.D. 1747 coffee, and hides. Their tonnage amounted to 16,051 tons, and manned with 1,197 men.

On the 6th of June, Sir Peter Warren ſailed from Plymouth with a ſquadron, to intercept ſuch ſhips as might have eſcaped from Captain Fox; four of which he picked up. The Rear-admiral proceeded to cruize off cape Finiſterre. On the 21ſt of June, he chaced and drove aſhore L'Etoile, French frigate of 46 guns and 400 men, ſhe had under her convoy five ſail of valuable merchantmen; four were taken and the other deſtroyed. On the 8th of July the ſquadron chaced and drove aſhore another French frigate of 36 guns, about eight leagues to the weſtward of cape Pinas.

On the 22d of June, Sir Peter Warren was informed by the captain of a privateer, that he had, on the 17th and 18th of the ſame month, chaced a large fleet of coaſters into Sediere bay, a ſmall port to the weſtward of cape Ortegal. The Rear-admiral diſpatched Captain Roddam*, in the Viper ſloop of 14 guns, with the Hunter dogger, and the privateer, to endeavour to take or deſtroy them. Captain Roddam ſtood into the bay, and with great reſolution attacked a ſmall battery, which he ſoon ſilenced, landed, ſpiked up the guns, and deſtroyed the battery. After which he burnt twenty-eight ſail of ſmall veſſels, and joined the Admiral two days afterwards with five others and a Spaniſh privateer.

Sir Peter Warren, to teſtify his approbation of Captain Roddam's ſpirited conduct, recommended him ſo ſtrongly to the Admiralty, that he was promoted to command the Greyhound frigate.

On the 14th of July the Warwick, of 60 guns, and Lark, of 44, commanded by the Captains Erſkine and Cruikſhanks, having under their convoy the trade to North America; when off the Azores, fell in with the Glorioſo, a Spaniſh ſhip of war of 74 guns and 750 men, from the Havannah, bound to Cadiz; ſhe had on board treaſure and plate to the amount of 1,300,000l. Captain Erſkine, without orders from Captain Cruikſhanks (who was the ſenior officer,) quitted the convoy and gave chace; he came up with the Glorioſo, and fought her with great bravery until his ſhip was entirely diſabled. The impro-

* The preſent Admiral Roddam.

priety

prize of Captain [illegible], [illegible] without permission [illegible] 1747 [illegible], but by [illegible] Captain Crookshanks, [illegible] he disapproved [illegible] Commander's [illegible] should have recalled the Warwick. [illegible] had he gone down to her assistance, [illegible] the Spaniard would have been taken. The Glorioso [illegible] Ferrol, where she landed the treasure and [illegible]. On her passage to Cadiz, on the 7th of October, she fell in with four British privateers, two of them [illegible] for three hours; but being much [illegible] to sheer off; they however kept [illegible] next day discovered two [illegible] to be the Dartmouth, [illegible] Captain Hamilton, and the Russel, of 80 guns, Captain Buckle. [illegible] in the afternoon the Dartmouth [illegible] the Glorioso, close action, which was continued [illegible] but [illegible] with [illegible] the Dartmouth blew up, and [illegible] Lieutenant O'Brien [illegible] who were taken up [illegible]. The Russel [illegible] the Glorioso [illegible]. After [illegible] their [illegible], twenty [illegible] and wounded [illegible]. The Russel [illegible], and [illegible] wounded.

[illegible]

[illegible]

[illegible], Esq.

[illegible]

[illegible]

[illegible], Esq.

[illegible]

[illegible]

[illegible]

[illegible], Esq.

[illegible] Warwick, Esq.

[illegible], Esq.

[illegible], Esq.

[illegible]

Thomas [illegible], Esq.

A.D. 1747

Edward Hawke, Esq. William Chambers, Esq. Charles Knowles, Esq.	to be rear-admirals of the white.
Hon. John Forbes, Hon. Edward Boscawen.	to be rear-admirals of the blue.

On the 9th of August, Rear-Admiral Hawke was sent to cruise off Cape Finisterre, with a squadron of fourteen sail of the line, and several frigates,* in order to intercept a fleet of French merchant ships, which were expected to sail from Basque road, under the convoy of a strong squadron of ships of war, commanded by M. de Letendeur. At seven in the morning, on the 14th of October, the British squadron being in the latitude of 17 degrees, 49 minutes north; and the longitude of one degree two minutes west of Cape Finisterre, discovered the French fleet. The rear-admiral instantly made the signal for a general chace; but observing several large ships drawing out from the convoy, he changed his plan, and made that for forming the line of battle a-head. The French commodore at first mistook the British [illegible] for his own convoy, which had separated in the night; but on his nearer approach, he discovered his error, and directed the Content and some of the frigates, to make [illegible] their way with the merchantmen; and drew out the rest of the ships of war in order of battle.

Admiral Hawke observing that it was M. de Letendeur's design, by this manœuvre, to favour the escape of his convoy, made the signal for a general chace. At noon, the Lion and Princess Louisa, came up with the enemy's rear, and began to engage very warmly, passing along their line of fire to the van; these ships were soon bravely supported by many others coming up: when the action became general. At about four o'clock, four of the enemy's ships had struck; and at seven two more had followed their example. The Tonnant and Intrepide, to prevent sharing the fate of their companion, made what sail they could to endeavour to escape. They were pursued by the Nottingham, Yarmouth, and Eagle; who came up with, and engaged them for about an hour; Captain Saumarez being killed, the lieutenant of the Nottingham hauled his wind, which favoured the escape of the enemy.

* Appendix, Chap. II. [illegible] British and French force.

The

A.D. 1747 Captains Watſon, Cotes, Saunders, and Rodney. Thoſe in favour of Captain Fox were numerous, and proved that he engaged the Fougeuex for three quarters of an hour, within muſket and piſtol ſhot, till ſhe ſtruck. That the Kent then ſhot ahead, and engaged the Tonant for half an hour; when his firſt lieutenant and maſter aſſerted that the Kent's ſignal was out to come to the admiral's aſſiſtance; he therefore reluctantly quitted her, in obedience to the ſignal.*

On the 22d of December the trial ended; and the court were of opinion that part of the charges was proved, namely, that he had been guilty of backing his mizen top ſail, leaving the Tonant contrary to the 11th and 12th articles of war. They acquitted him of cowardice: but becauſe he paid too much regard to the advice of his officers, contrary to his own better judgment, their ſentence was, that he be diſmiſſed from the preſent command of the Kent. Captain Fox, until this affair, had always conducted himſelf like a good officer. He died a ſuperanuated rear-admiral in the year 1763.

In November, Rear-Admiral Boſcawen ſailed with a reinforcement of ſhips and troops for the Eaſt-Indies.†

The Surprize and Jamaica ſloops, commanded by the Captains Webb and Arbuthnot, after an engagement of ſeven hours, took the Superbe, a French ſhip of 36 guns, and 136 men, 28 of whom were killed, and 37 wounded. She was from St. Maloes, bound to Cadiz, with a cargo valued at 70,000l. The Surprize had five men killed, and ſeven wounded. The Jamaica one wounded.

On the 2d of June, Captain Edward Jekyl, in the Fortune ſloop of 10 guns, 14 ſwivels, and 110 men, being ſtationed off Yarmouth for the protection of the fiſhery; fell in with five French privateers, the largeſt of which, after a chace of nine hours, he came up with and took.‡

* The ſignal was for the fleet to engage cloſe, which was miſtaken by the officers of the Kent. This, among many other inſtances, ſhews how defective ſignals were in thoſe times; and how abſolutely neceſſary it was to eſtabliſh a more diſtinct and plain ſyſtem.

† Appendix, Chap. II. No. 60.

Ships.	Guns.	Sunk.	Men.	
Chaſtiſe,	10	8	85	taken
Sun,	8	8	95	escaped.
Kent, Dover,	4	6	50	
Fox,	4	8	36	
St Louis,	4	6	40	
	30	36	306	

‡ Captain Jekyl was promoted to the command of the Lion.

On

[illegible] of 32 guns, [illegible]

The Tiger and T[illegible] ship [illegible] Capt. [illegible] plate.

The Royal Family [illegible]

As [illegible]

[illegible]

[illegible]

A. D. 1747

JAMAICA.

Rear-Admiral Knowles arrived in the ſummer, and took the command of the ſquadron*; no ſervice of any importance was performed. Captain Holmes, in the Enterprize, took the Veſtal, a Spaniſh regiſter ſhip, valued at 150,000l.

EAST INDIES.

The ſquadron under the command of Rear-Admiral Griffin†, on its return from Bengal to the coaſt of Coromandel, blocked up Pondicherry ſo effectually, as to prevent any ſupplies being ſent to the French; he alſo relieved Fort St. David, and obliged M. Dupleix to recall his troops from before that place.

In S[illegible]ber, the Rear-Admiral proceeded to Madras Road, where the ſquadron burnt the Neptune, a French ſhip of war of 54 guns.

On the [illegible] of the Monſoon, all the ſquadron excepting two ſhips, were forced to ſea, and obliged to take ſhelter in Trin[illegible].

[illegible] in the courſe of this year.

Taken from the Spaniards in Europe and [illegible] - - -	91 veſſels.	
Ditto from [illegible] and ditto, -	556	
Total taken [illegible]		647
[illegible] - -	131	
D[illegible] - -	420	
T[illegible] - -		551
Balance in favour of Great Britain,		96

OF PARLIAMENT AT HOME.

[illegible] The parliament voted [illegible] for a ſervice of the preſent year 20,000 [illegible] and 11,5[illegible] marines.

	l.	s.	d.
For the payment of the navy, and ordnance for ſea ſervice	2,186,089	19	6
For the ordinary of the navy -	208,82[illegible]	9	9
For Greenwich hoſpital - -	15,000	0	0
For Chelſea hoſpital - -	10,000	0	0
For the ſupplies ſervice of laſt year -	91,496	16	3
For paying off the navy debt -	1,000,000	0	0
Total grant for the ſea ſervice	3,500,414	5	6

* Appendix, Chap. II. No. 54.
† Appendix, Chap. II. No. 55.

The

A.D. 1748 which was followed by a promotion of flag officers. The admirals at this time on the lift ſtood thus, viz.

Admiral of the fleet.
Sir John Norris, Knt.
Admirals of the White,
Sir Chaloner Ogle, Knt. James Steuart, Eſq.
Hon. George Clinton *William Rowley, Eſq.
Admirals of the Blue,
William Martin, Eſq. Iſaac Townſend, Eſq.
*Lord Vere Beauclerk *Lord Anſon
Vice-Admirals of the Red,
*Perry Mayne, Eſq. *Sir Peter Warren, K. B.
*Hon. John Bing
Vice-Admirals of the White,
*Henry Oſborne, Eſq. *Hon. Fitzroy Henry Lee
*Thomas Smith, Eſq.
Vice-Admirals of the Blue,
*Thomas Griffin, Eſq. *Sir Edward Hawke, K. B.
Rear Admirals of the Red,
*William Chambers, Eſq. *Charles Knowles, Eſq.
Rear-Admirals of the White,
*Hon. John Forbes *Hon. Edward Boſcawen
Rear-Admirals of the Blue,
†Robert Mitchell, Eſq. †Charles Watſon, Eſq.

MEDITERRANEAN.

Vice-admiral Bing continued the command of a powerful fleet on this ſtation, which kept the enemy completely blocked up in their ports. At the peace taking place, the admiral returned to England with moſt of the large ſhips.

LEEWARD ISLANDS.

On the death of Commodore Legge, the command of the ſquadron devolved on Captain George Pocock, who continued to cruize off Martinico, in order to intercept the remainder of a French convoy, which had eſcaped from the fleet under Rear-admiral Hawke the latter end of the preceding year. Captain Pocock had the good fortune to take twenty-five ſail; and ten more were taken by ſome privateers.

* Received additional rank.
† Promoted to the [illegible]

JAMAICA.

A.D. [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

A.D. 1748 into by his proceedings; and not trusting to his own opinion, called his officers together to consult with them what was most proper to be done in such a desperate situation; who all agreed with him in the danger the ships would be exposed to by his attempting to force the boom. Captain Dent, in consequence, hauled off and informed the admiral with his reasons for so doing. The expedition was given up and the fleet returned to Jamaica. Rear-admiral Knowles was so much displeased with the conduct of Captain Dent upon this occasion, that he wrote a complaint against him to the admiralty; and on the captain's return to England, he was tried by a court-martial; but nothing appearing to criminate him in the least, he was most honourably acquitted.

After this Rear-admiral Knowles cruized off the Tortuga bank, in the hope of intercepting the Spanish plate fleet, expected at the Havannah from La Vera Cruz.

On the 30th of September the admiral was joined by the Lenox, Captain Holmes, who the day before (having under his convoy the homeward-bound trade from Jamaica) fell in with and was chased by a Spanish squadron of seven ships of war. Captain Holmes directed the convoy to shift for themselves, and proceeded to give the admiral the earliest intelligence of the enemy being at sea*.

On the 1st of October the Spanish squadron was discovered formed in order of battle between Tortuga and the Havannah; Rear-admiral Knowles instantly formed his line, and edged down upon the enemy; at half past two the action commenced. The Warwick and Canterbury being at some distance astern, gave the Spaniards, for two hours, greatly the advantage. In half an hour the Cornwall lost her maintop-mast and foretop-sail yard, with other considerable damage, which obliged her to quit the line; her place was ably supplied by the other ships, which [illegible] and very soon drove the Conquistadore out of the enemy's line; she fell to leeward a [illegible] of the Cornwall. Rear-admiral Knowles had [illegible] the damage he had sustained, and attacked the Conquistadore with great fury, who maintained a desperate battle for some time. Don de St. Jago, her commander, was killed, and the ship dreadfully

* [illegible] Chap. II. No. 50.

shattered,

A.D. 1748 at night. He then put to ſea in full expectation of ſeeing the enemy in the morning. M. de Bouvet, who commanded the French ſquadron, was an excellent officer and an experienced ſeaman; he had been adviſed of the ſtrength of the Britiſh ſquadron, and took care to avoid an engagement; he therefore, to deceive Admiral Griffin, kept to windward the whole day, and at night bore away with a preſs of ſail for Madraſs; where he arrived on the morning of the 11th, and having accompliſhed the purport of his voyage to the coaſt of Coromandel, by landing 400 ſoldiers, and 200,000l. in ſilver for the governor of Pondicherry, he again put to ſea and ſteered for the Mauritius. In the mean time Admiral Griffin had looked into Pondicherry road, and not finding the enemy there, he puſhed on to Madras, where he met an equal diſappointment.

Rear-admiral Boſcawen, who it has been already mentioned ſailed from England, at the cloſe of laſt year, with a reinforcement for the Eaſt-Indies, received directions to endeavour to reduce the iſlands of Mauritius and Bourbon, if it would not too much interfere with the ſeaſon for active operations on the coaſt of Coromandel. On the 18th of May the rear-admiral left the cape of Good Hope, and did not get ſight of the Mauritius until the 23d of June; on the ſame night he anchored with the ſquadron in Turtle bay. Every neceſſary meaſure was inſtantly prepared for the attack; reconnoitring parties were diſpatched along the coaſt to ſound, and ſearch out for ſuch places as might appear moſt eligible to effect a landing. The report of the engineer and other officers employed on this ſervice was ſo unfavourable, that Rear-admiral Boſcawen called a council of war, wherein he repreſented, that, unleſs the fleet could get poſſeſſion of one of the harbours, an attack upon the iſland ſeemed to him utterly impracticable: he at the ſame time pointed out the abſolute neceſſity there was for the armament to arrive in India, before the Monſoon changed, in order to beſiege Pondicherry, which was the chief object of the expedition. In conſequence of the admiral's repreſentation, it was unanimouſly reſolved to ſail directly for the coaſt of India. On the 27th of June the fleet left the iſlands, and proceeding through the Moſambique channel, reached Fort St. Davids on the 29th of July, where Vice-admiral

Griffin

A.D. 1748 On the 10th of October, the Chesterfield, of 40 guns, commanded by Captain O'Brien Dudley, being at anchor off Cape Coast Castle, was seized and carried to sea by Mr. Samuel Couchman, the first lieutenant, and several others of the crew, whom he had excited to mutiny, while the captain and some others were on shore. By the spirited and intrepid conduct of Mr. Gastrien, the boatswain, Messrs. Gillham and Fraser, masters mates, she was retaken from the mutineers thirty hours after, and brought safe to Portsmouth. For this service Mr. Gastrien was promoted to be the boatswain of the dock-yard at Portsmouth; and the other officers assisting him were also rewarded. Couchman and his associates were brought to a court-martial, as will be seen in the events of the following year.

On the 17th of [illegible]ber, a treaty of general peace was concluded and signed at Aix-la-Chapelle, by which all the conquests made by us, as well as the French, were to be restored.*

Captures [illegible]

Taken from the Spaniards [illegible]		
America,	[illegible]	
Ditto from the French [illegible]	[illegible]	
Total taken [illegible]		[illegible]
Taken by the Spaniards [illegible]		
America,	[illegible]	
Ditto by the French [illegible]	[illegible]	
Total taken from Great Britain [illegible]		392
Balance in favour of Britain,		[illegible]

The whole amount of captures made by each power in the course of the war, stands nearly as follows, viz.

Taken from the Spaniards,	1249 vessels.	
Ditto from the French,	2185	
Total taken from the enemy,		3434
Taken by the Spaniards,	1,660	
Ditto by the French,	1578	
Total taken from Great Britain,		3238
Balance in favour of Britain,		196

* Appendix, Chap. I. No. [illegible] Stat. of the Navy; and Chap. III. No. 3, 4, [illegible] which [illegible]

A.D. 1749 The number of maſters on the half pay was encreaſed from thirty to fifty, the half of whom were to be allowed two ſhillings and ſix-pence per day, and the reſt two ſhillings. The number of ſurgeons were alſo increaſed from twenty to fifty on the half pay liſt, to be paid in the ſame proportion as the maſters.

On the 26th of June, a court-martial aſſembled at Portſmouth, to try Mr. Samuel Couchman, and his aſſociates, for ſeizing and running away with his majeſty's ſhip the Chicheſter, of 40 guns, commanded by Captain O'Brien Dudley, when on the coaſt of Africa on the 10th of October, 1748. The charge being clearly proved in the evidence of Mr. Gaſtrien, the boatſwain, Mr. Gilham, maſter's mate, and the coxſwain of the barge; the court paſſed ſentence of death on Mr. Samuel Couchman, firſt lieutenant, John Morgan, lieutenant of marines; Thomas Knight, carpenter; John Place, carpenter's mate; John Reid, quarter-maſter; Thomas Ferryman, ſteward; and ſeven ſeamen; which ſentence was put into execution on the 14th of July; the two firſt were ſhot on board the Cheſterfield; the four others and one ſeamen were hanged; the reſt received his majeſty's pardon.

Rear-Admiral Knowles having been much cenſured by ſeveral captains in the ſquadron, for his conduct in the action with the Spaniſh fleet in the Weſt-Indies; on his return to England, was tried by a court-martial held on board the Royal Charlotte yacht at Deptford, on the 11th of December; it was compoſed of the following members, viz.

President,

William Rowley, Eſq. Admiral of the White.
Sir Edward Hawke, Vice-Admiral of the Blue
Hon. John Forbes, Rear-Admiral of the White.

Captains.

Thomas Stourton, William Parry,
Merrick De L'Angle, Richard Haddock,
Matthew Buckle.

On the 20th the evidence cloſed; when it appeared to the court, that while Admiral Knowles was ſtanding for the Spaniſh fleet, he might, by a different diſpoſition of his ſquadron, have begun the attack with ſix ſhips, and earlier in the day, but from the method he purſued, he began the action with four ſhips only; the court was alſo of opinion, that he ought to have ſhifted his flag from the Cornwall to ſome

A.D. 1749 granted him a free pardon. Another duel was fought between Admiral Knowles and Captain Holmes; they discharged two or three ſhot at each other without effect, when the ſeconds interfered, and the parties were reconciled. The king being informed that four more challenges had been ſent to the admiral, ordered three of the officers to be taken into cuſtody, which put an end to all further diſſentions.

Early in May a ſquadron ſailed from Portſmouth to North America, under the command of Sir Edward Hawke, having on board Colonel Cornwallis, (as governor) and about 4000 adventurers and their families, to ſettle the Province of Nova Scotia. Towards the end of June they arrived at Chebucto; and in July Governor Cornwallis fixed upon a ſpot, which appeared the moſt eligible to form a ſettlement, and began to build a town, which he named Halifax.

In the month of June, Captain Keppel was ſent with a ſquadron of ſeven ſhips of war, into the Mediterranean, to demand reſtitution from the Dey of Algiers, for the effects plundered out of an Engliſh packet by ſome of his corſairs, on her paſſage from Liſbon to Falmouth. The commodore, on his arrival, finding that he could not recover the effects, nor obtain a ſatisfactory anſwer from the Dey, proceeded to Port Mahon, and diſpatched the Tryal ſloop to England for further inſtructions; but this affront, which at other times would have been chaſtiſed, was paſſed by unnoticed.

WEST-INDIES.

The French, in violation of the treaty of peace, ſent an armed force from Martinico, and ſeized the neutral iſland of Tobago, which they fortified. Captain Holbourne, who commanded the ſquadron on this ſtation, with Governor Grenville, of Barbadoes, repreſented the impropriety of this proceeding to the Marquis de Caylus, governor of Martinico; who would not evacuate the iſland until ordered ſo to do by the Court of France.

EAST INDIES.

In January, the ſquadron which had been ſent to refit, returned

returned to Madras. Boscawen went to Fort St. David. On the 12th of April, [illegible] N.N.W. [illegible] the wind [illegible] were great [illegible] lost. In this storm the Namur foundered, and every soul, except two midshipmen and twenty-four seamen, perished. The admiral, [illegible] and several of the officers, were fortunately on shore. The Pembroke was wrecked on a bank near Porto Novo, and [illegible] were lost, only twelve being saved. Captain Fowke, and [illegible] marines, were luckily on shore. The Lincoln and Winchelsea East-India ships were wrecked; but the crew were saved.

Mr. James Alms gives the following account of the loss of the Namur, and of his own preservation, in a letter to Mr. [illegible]

"We were at anchor in the Namur, in Fort St. Da-
"vid's road, Thursday, April the 13th, 1749. In the
"morning, at [illegible] fath. wind N.E.; at noon we veered
"away to a cable and a half on the small bower. From
"one to four o'clock, we were employed in setting up the
"lower rigging. Hard gales and squally, with a very great
"sea. At [illegible] rode very well; at half an hour after [illegible]
"[illegible] feet water in the hold. Immediately we cut the
"small bower cable, and stood to the southward [illegible]
"Our main-mast, [illegible] cable, was [illegible]
"[illegible] At [illegible] we had [illegible]
"water [illegible] when we hauled up our courses, and
"[illegible] upper deck, and [illegible]
"[illegible] By three quarters [illegible]
"[illegible]
"[illegible]
"[illegible]
"[illegible]
"the pumps [illegible]
"upon the ship [illegible]
"[illegible]
"[illegible] water; [illegible]
"[illegible]
"[illegible]
"[illegible]
"[illegible] You [illegible].

A.D. 1749 " than I deſcribe, what a diſmal, melancholy ſcene now " preſented itſelf. The ſhriekings, cries, lamentations, " ravings, deſpair, of above 500 poor wretches verging on " the brink of eternity!

" I had preſence of mind, however, to conſider, that " the God Almighty was the God all merciful, with the " comfortable reflection and hope, that I had ever put my " whole truſt in him. I then made a ſhort prayer for his " protection, and jumped overboard. The water at that " time was up to the gratings on the poop from whence " I leaped. The firſt thing I grappled was a capſtan bar, " from which, in company with ſeven more, I got to the " David; but in leſs than an hour I had the melancholy " ſight to ſee them all waſhed away, and myſelf remain " alone upon it almoſt ſpent. I had now been above two " hours in the water, when, to my unſpeakable joy, I ſaw " a large raft with a great many men driving towards me. " When it came near, I quitted the David, and with great " difficulty ſwam to it, and by the aſſiſtance of one of our " quarter-gunners got upon it. The raft proved to be " the Namur's booms. As ſoon as we were able we " laſhed the booms cloſe together, and faſtened a plank " acroſs, and by this means made a good catamaran. It " was by this time one o'clock in the morning, ſoon after " that the ſeas were ſo mountainous as to turn our ma- " chine upſide down, but providentially with the loſs of " only one man.

" About four o'clock we ſtruck ground with the booms, " and in a very little while all that ſurvived got on ſhore. " After having returned God thanks for his almoſt mira- " culous goodneſs towards us, we took each other by the " hand (for it was not yet day), and truſting ſtill for the " Divine Providence for protection, we walked forward " to find ſome place to ſhelter us from the inclemency of " the weather, for the ſpot where we landed offered no- " thing but ſand. When we had walked about for a " whole hour, but to no manner of purpoſe, we returned " back to the place were we had left our catamaran; and " to our no ſmall uneaſineſs found it gone. Day-light " appeared ſoon after, when we found ourſelves on a ſandy " bank, a little to the ſouthward of Porto Novo, and as " there was a river running between us and this Dutch " ſettlement, we were under a neceſſity of fording it, and " ſoon

A.D. 1751 him. M. Perrier de Salvert thought proper to comply, and retired with his ſquadron*.

1753 An act of parliament paſſed this year to render more effectual an act of the 12th of Queen Anne, for providing a public reward for ſuch perſon or perſons as ſhould diſcover the longitude at ſea. The commiſſioners appointed, in addition to the firſt lord of the admiralty, ſpeaker of the houſe of commons, and ſeveral other officers of ſtate, were the governor of Greenwich hoſpital, the judge of the admiralty court, the ſecretary of the treaſury, the ſecretary of the admiralty, and the comptroller of the navy.

1754 From the intrigues and ambitious views of M. Dupleix, the French governor of Pondicherry, peace was never eſtabliſhed in the Eaſt-Indies; and hoſtilities continued to be carried on between the two companies. At length the court of directors applied to government to ſend out a ſquadron for the protection of their ſettlements. Accordingly four ſail of the line and a frigate were ordered to be equipped for this ſervice, and Rear-Admiral Watſon appointed to the command†. The admiral ſailed from Plymouth on the 9th of March, with orders to put into Kinſale, to receive on board a regiment of infantry. While at anchor there, a violent ſtorm came on, in which the whole ſquadron was in danger of being driven aſhore. The Eagle and Briſtol ran foul of each other, were diſmaſted, and ſo much damaged as to be incapable of proceeding on the voyage. Notwithſtanding this diſaſter Admiral Watſon ſailed from Kinſale on the 24th of March, and was followed by the Cumberland of 66, and the Tiger of 60 guns, which were ſent out in lieu of the diſabled ſhips.

1755 The parliament voted 12,000 ſeamen for the ſervice of

* French Force.

Ships.		*Guns.*
One	of	74
Ditto	—	64
Ditto	-	80

British Force.

Ships.	*Guns.*	*Commanders.*
Alcide	50	Captain M. Buckle
St. Albans	50	Hon. J. Byron
Sphinx	20	Ed. Wheeler

Ships.	*Guns.*	*Commanders.*
† Kent -	74	Charles Watſon, Rear-Admiral of the blue; Captain Henry Speke
Eagle -	60	—— George Pocock
Salisbury -	50	—— T. Knowler
Briſtol -	50	—— T. Latham
Bridgewater	20	—— W. Morgan
Kingfiſher	16	—— B. Mighell

the

the [illegible] year. The [illegible] for [illegible] were [illegible] viz.

[illegible]	[illegible]
Towards [illegible]	[illegible]
[illegible] estimate of the [illegible]	[illegible]
Towards the support of Greenwich Hospital - - -	[illegible]
For building, rebuilding, and repairs of the navy - - -	[illegible]

The whole supplies granted this year [illegible] 4,[illegible] 3,[illegible] 11s. 6½d.

On the 26th of January the following promotions of [illegible] officers took place, viz.

Hon. [illegible], Esq.	Vice-Admiral of the Red.
[illegible], Esq.	Vice-Admiral of the Blue.
Sir Edward Hawke, K. B.	
[illegible], Esq.	
Hon. [illegible]	
Hon. Edward Boscawen	
Charles [illegible], Esq.	Rear-Admiral of the Red.
Temple Wyatt, Esq.	
George [illegible], Esq.	Rear-Admiral of the Blue.
Hon. George [illegible]	
Savage Mayne, Esq.	Rear-Admiral of the White.
James Hepburn, Esq.	
Henry Harrison, Esq.	
Thomas [illegible], Esq.	
Thomas Franklin, Esq.	

The British troops in North America, [illegible] the province of Nova Scotia, [illegible] [illegible] the month and [illegible] [illegible] [illegible] the British [illegible] [illegible] a fleet to [illegible] [illegible] the honourable Captain Keppel was [illegible] [illegible] with two fifty gun ships, and a [illegible] under the command of Captain [illegible]. The [illegible] this little armament was [illegible] [illegible] than it been to [illegible] [illegible] as a pretence to equip a fleet [illegible] Rochfort. The [illegible] ships were [illegible] take on board their lower deck guns, and to [illegible]

A.D. 1755 their crews with all possible dispatch. On the 11th of March a royal proclamation was issued, offering a bounty to seamen and able-bodied landmen to enter into the royal navy; and as a farther encouragement several sea-port towns offered additional bounties. On the 14th of the same month forty-three sail of the line, besides frigates and other vessels, were ordered to be commissioned and fitted for sea with all possible expedition*.

The French hastened their equipment, and in April sent to sea a fleet of twenty-five sail of the line, under the command of M. Macnamara, who after having escorted M. Bois de la Motte some leagues to the westward, returned to Brest with nine sail of the line. As soon as advice was received of the sailing of the French fleet, Vice-Admiral Boscawen was ordered to proceed to the coast of America, and to attack the French squadron wheresoever he should meet it. The admiral sailed from Plymouth on the 27th of April with eleven sail of the line†. The ministry being soon after better informed of the strength of the French fleet in North America, on the 11th of May dispatched Rear-Admiral Holbourne with a reinforcement of six sail of the line and a frigate‡; who had the good fortune to join Admiral Boscawen on the 21st of June off the banks of Newfoundland. On the 8th of this month the squadron chaced three sail of the enemy's ships, which had been separated from M. Bois de la Motte in a gale of wind. The Dunkirk, commanded by the honourable Captain Howe, came up with, and brought the sternmost to close action, which struck upon the Torbay's approach. She proved to be the Alcide of 64 guns, and 480 men, commanded by M. D'Hocquart. The Defiance and Fouguex took the Lys, pierced for 64 guns, but had only 22 mounted, commanded by M. de Laperill. On board of these ships were taken the Governor of Louisbourg, a large body of land forces, and above 30,000*l.* in specie. A fog coming on favoured the escape of an other French ship, which, from the report of the prisoners, was the Dauphin Royal of 74 guns. Vice-Admiral Boscawen finding that the main French fleet had arrived safe at Quebec and Louisbourg, proceeded to Halifax, leaving Rear-Admiral

* [illegible]
† [illegible]
‡ [illegible]

Holbourne

A.D. 1755 fleet was given to Vice-Admiral Bing, who failed from Spithead, and continued to cruize in the Soundings until the 21ſt of November. On the 14th of that month, the Eſperance, a French ſhip of 74 guns, commanded by the Comte de Bouvet, was taken by the Orford, Captain Stephens, after a ſharp conteſt; the enemy had thirty men killed, and about double that number wounded. The Orford had one man killed, and ſeventeen wounded.

This ſhip was one of the Louiſbourg ſquadron, on her way to Breſt; ſhe was ſo extremely old and leaky, in addition to the damage ſhe had received in the action, that Admiral Bing a few days after, found it neceſſary to take the people out, and ſet her on fire.

The trade of the Eaſt-India Company, and that of all other Europeans, was greatly annoyed on the coaſt of Malabar, by the depredations committed on it by the cruizers of Angria, a noted pirate, who poſſeſſed many ſtrong poſts on that coaſt. For the purpoſe of deſtroying this neſt of pirates, Commodore James, who commanded the marine forces of the company, on the 22d of March, ſailed from Bombay, in the Protector, of 44 guns, with the Swallow, of 16, and the Viper and Triumph bomb ketches. After a heavy cannonade, he drove the enemy from the fortified iſland of Severndroog; and, agreeable to his orders, delivered it up to the Mahrattas. On the 8th of April he proceeded to Bancote, which ſurrendered upon being ſummoned; this place the company ſtill keep poſſeſſion of; and is now called Fort Victoria. On the 14th, the commodore appeared before Dabul, and was preparing to reduce it, when he received orders to return to Bombay.*

In November, Rear-Admiral Watſon arrived with his majeſty's ſquadron at Bombay. While the ſhips of war were refitting, he detached Commodore James, in the Protector, with the Revenge and Bombay frigates, to reconnoitre and ſound the entrance of Geriah harbour, the capital of Anrgia's dominions; which having effectually performed, he returned to Bombay; and the admiral made

* In the year 1751, theſe pirates had the preſumption to attack Commodore Lafſie, in the Vigilante, of 64 guns, and the Ruby of 50, with many other ſhips in company. And in the year 1754, they attacked and burnt two Dutch ſhips, one of 50 guns, the other of 36; and captured another of 16 guns.

every

[illegible]

[illegible]

[illegible] as follows:

[illegible]

Towards [illegible]

[illegible]

In this sum, [illegible] of Lambeth, [illegible] clothe and [illegible] to [illegible] parated, and [illegible] dents.

[illegible] at Brest, [illegible] On the [illegible] from Portu[illegible] On [illegible] [illegible] they [illegible] war [illegible]

[illegible]

A.D. 1756 ing under him Rear-Admiral Weſt. The many unforeſeen delays, and difficulties which aroſe on the part of the miniſtry, in the equipment of this fleet, (which conſiſted only of ten ſail of the line)* prevented its departure from St. Helens before the 6th of April; and then moſt of the ſhips were ſhort of their complement of men. This meaſure ſeems the more extraordinary, when it plainly appeared; that the admiralty had at their command above 8000 men without taking a ſingle man from the cruiſing ſhips †

On the 12th of March, Vice-Admiral Sir Edward Hawke ſailed from Spithead with a ſtrong ſquadron to watch the enemy's motions at Breſt; early in April he was reinforced with five ſail of the line, under Rear-Admiral H[illegible] ‡ On the 29th of the ſame month, Vice-Admiral Boſcawen was ſent out to relieve Sir Edward Hawke in the command of the fleet off Breſt; who returned to England with a part of the ſquadron in May.§

On the 17th of May, the Colchester, of 50 guns, Captain O'Brien, and the Lyme, of 20 guns, Captain Edward Vernon, being on a cruize off Rochelle, fell in with, and gave chace to two French ſhips of war, L'Aquilon, of 48 guns, M. de Macrville, and La Fidèle, of 36, M. de Letardis.‖ At about ſix in the evening, they came within piſtol ſhot of the enemy. A furious engagement began, and continued with great obſtinacy for five hours: when the enemy, from having directed their fire chiefly at the rigging and ſails, made ſail and effected their eſcape. A great number of men were killed and wounded on both ſides.

On the 18th of May war was formally declared againſt France, in conſequence of its hoſtile invaſion of the iſland of Minorca. And on the 18th of June it was declared by France againſt Great Britain.‖

On the 4th of June his majeſty ordered a promotion of flag officers; after which the liſt of admirals ſtood as follows, viz.

* Appendix, Chap. II. No. 65.

† See Burrish's Naval and Military Memoirs, Vol. II. page 47, or Report from the Houſe of Commons, 13th of May, 1757.

‡ Appendix, Chap. II. No. 66.

§ Appendix, Chap. II. No. 67.

‖ Appendix, Chap. I. No. 15. State of the Navy of Great Britain and France.

A.D. 1756 The honourable Captain Richard Howe, in the Dunkirk, with a twenty gun ſhip, and two ſloops of war, having on board a detachment of about 300 men, from the iſland of Jerſey, was ſent to deſtroy the fortifications which the French had erected on the iſland of Chaucey, near St. Malos; and which gave great alarm to the inhabitants of Guernſey and Jerſey. When Captain Howe appeared before the place, the governor, who had been ſummoned, refuſed to ſurrender; but the ſhips being ordered to proceed to the attack, he thought proper to ſubmit to the terms preſcribed him. The fortifications were demoliſhed, and Captain Howe returned to England.

Vice-Admiral Boſcawen continued to cruize off Breſt till the 8th of November. Being informed by Lieutenant Cockburne, whom he had ſent to reconnoitre the port, that there were not more than nine or ten ſhips of war lying in the harbour; he returned to England, leaving a ſquadron to watch the enemy's motions, under the Admirals Moſtyn and Norris. Vice-Admiral Knowles was afterwards ſent out to take the command of the fleet before Breſt:* he remained on this ſtation till the middle of December, and then returned to Spithead with the greater part of the fleet. The admiral had no ſooner quitted his ſtation, than the enemy ſent out two ſquadrons, one under M. de Kerſaint, to the coaſt of Africa; and the other to the Weſt-Indies, under M. de Beaufrement.

Towards the end of November, a change took place at the admiralty board.†

Captain Lockart, in the Tartar frigate of 28 guns, cruized with great activity and ſucceſs; he took four large French privateers, two of which engaged him very warmly.‡

The Diſpatch ſloop of war, of 12 guns, commanded by Captain Holbourne, after an obſtinate engagement, which laſted two hours, beat off the Prince de Soubiſe privateer, of 18 guns, and 170 men. The Frenchman made two attempts to board the Diſpatch, but was each time re-

* Appendix, Chap. II. No. 68.

† Appendix, Chap. IV. No. 1.

Ships.	Guns.	Men.	
‡ Le Cerf -	24 -	200	27 of whom were killed
Le Grand Gideon,	24 -	215	7 of whom were killed.
L'Heros, -	14 -	162	
La Roſe, -	10 -	90	

pulſed

[illegible] Captain H. [illegible] was mortally wounded, and [illegible] A.D. 1797.

[illegible] the Spanish forces, [illegible] 5.30 P.M. [illegible] O'Brien, was [illegible] of 10 guns, and [illegible] forces [illegible] wounded. [illegible] Mr. O'Brien was promoted [illegible] rank.

On the [illegible] December, the Terrible privateer of London, 32 guns, and [illegible] guns, commanded by Captain [illegible], took, after an action [illegible], the Grand Alexander, from St. Domingo, of [illegible] and [illegible] guns. Both ships were considerably damaged [illegible] Terrible had a lieutenant killed and [illegible] men killed. On the [illegible] the Terrible was conducting her prize [illegible] England, and had [illegible] prepared for a [illegible] the unknown [illegible] with the Vengeance privateer belonging to S. Mabey, of 30 guns, and 3[illegible] men. The enemy's first object was to retake the prize, which they succeeded, and both together bore down on the Terrible. Captain [illegible] defended his ship with the great bravery, [illegible] equal advantage, neither of the strangers [illegible] that day, for brave commanders [illegible] hesitate, and [illegible] the enemy's ship was [illegible] captain was killed, [illegible]

The [illegible] London, [illegible] from [illegible] Captain [illegible] bravery, equal [illegible] the [illegible] prize [illegible]

On the [illegible] December, [illegible] London, [illegible] by Captain [illegible]

A.D. 1756 of his men, and 27 wounded: the Antigallican had twelve men killed, and 20 wounded. The weather proving very tempestuous, and the ships much disabled in the engagement, obliged Captain Foster with his prize, to put into Cadiz. On his arrival, the French consul represented the facts of this capture in so unjust a manner to the French ambassador at the court of Madrid, that the Spanish minister sent orders to the commanding officer at Cadiz, to seize the Penthievre, and restore her to the French. Captain Foster resisted the attempts of the Spaniards with great spirit and courage; till being overpowered by a superior force, he was obliged to yield. This, among other violent acts committed by the Spaniards, was productive of the war with that nation. His majesty, as a recompence to the owners of the Antigallican privateer for the loss they had sustained, gave them the Roebuck, of 44 guns.

MEDITERRANEAN.

On the 2d of May Admiral Bing arrived in Gibraltar bay, and was joined by the squadron * under the command of the honourable Captain Edgecumbe; from whom he learnt that M. de Richlieu, with a large body of French troops, had landed on the island of Minorca, and that the Toulon fleet was at sea.

Admiral Bing, who was resolved, if possible, to relieve the garrison at Fort St. Philip, lost no time in getting the fleet ready for sea. On the 8th of May he sailed from Gibraltar; but was so unfortunate, as not to make the island of Minorca until the 18th; having been greatly retarded on his passage by contrary winds and calms. On the 19th the admiral sent Captain Hervey, in the Phœnix, with the Chesterfield and Dolphin, to reconnoitre the harbour of Mahon; and with orders, if he should find it practicable, to deliver a letter to General Blakney, purporting the force he had with him, and expressive of his wishes to relieve the garrison. When the frigates had arrived within a league of the harbour, Captain Hervey made the private signals to the fort, which were unfortunately not answered; and the French fleet at this time appearing in the S. E. the admiral recalled the frigates, and made the signal for a general

* Appendix, Chap. II. No. [illegible]

class.

A.D. 1756 what plan ſhould be purſued for the future operations of the fleet. The unanimous opinion of the council of war was, that the diſabled condition of the ſhips made it neceſſary for them to proceed immediately to Gibraltar to refit, as well as to ſecure the ſafety of that fortreſs, and the more immediate protection of the trade. In conſequence of theſe reſolutions, Admiral Bing ſteered for Gibraltar, and anchored in the bay on the 19th of June; where he found Commodore Broderick, who had arrived from England with a reinforcement of four ſail of the line, and a fifty gun ſhip*. The Admiral uſed all poſſible diſpatch in the refitting of his ſhips; and being thus ſtrengthened, to put to ſea again in queſt of the enemy; but on the 3d of July the Antelope arrived from England, having on board Admiral Sir Edward Hawke, Rear Admiral Saunders, and ſeveral navy captains, with orders to ſuperſede the Admirals Bing and Weſt, and ſuch captains as were directed by the admiralty to return home. Lord Tyrawley was alſo ſent out in the ſame ſhip, to be governor of Gibraltar, in the room of General Fowke, who was recalled.

On the 9th of July the Antelope ſailed from Gibraltar on her return to England, with the admirals and all ſuch officers on board as were thought neceſſary to be ſent home†. Previous to Admiral Bing's ſailing, he wrote a letter to the ſecretary of the admiralty, expreſſive of his feelings at being ſo diſgracefully ſuperſeded in his command; and concerned to find that Rear-Admiral Weſt, with other officers in the fleet, ſhould be ſufferers for what he alone ſhould be reſponſible as commander in chief.

Sir Edward Hawke found the fleet in ſuch a ſtate of forwardneſs, that he was ſoon enabled to put to ſea; and arriving off Minorca, he there learnt that the iſland had ſurrendered on the 18th of June. The French fleet had retired to Toulon, where it remained perfectly quiet,

Ships.	*Guns.*	*Commanders.*
* Prince George -	80	T. Broderick Commodore Captain A. North
Ipſwich -	64	——— R. Tyrell
N[illegible] -	64	——— J. Sayer
H[illegible] Court -	64	——— J. Webb
[illegible] -	50	——— E. Wheeler

† [illegible] Captain Gardiner of the Ramillies, Captain Everitt of the Buc[illegible], Captain Gough of the Experiment, and Captain Buller of the [illegible] ſloop; with moſt of the officers of the two flag ſhips.

which

A.D. 1756 On the 12th of July the Litchfield and Norwich fell in with and took L'Arc en Ciel, a French ſhip of war of 50 guns and 578 men. She was bound to Louiſbourg, and had on board military ſtores and proviſions.

On the 27th of the ſame month Commodore Holmes, being on a cruize off Louiſbourg, fell in with four French ſhips of war, under the command of M. de Beauzier, who had come out of that harbour the preceding night. An obſtinate engagement enſued, in which the Frenchmen were ſo roughly handled, that they made ſail and regained their port, in ſpite of the efforts of Commodore Holmes to cut them off. Our ſhips were much diſabled in their rigging, and had ſix men killed, and twenty wounded*.

LEEWARD ISLANDS.

Rear-Admiral Frankland commanded the ſquadron on this ſtation†; whoſe cruizers were very active in annoying the enemy's trade and giving protection to our own. The Warwick, of 60 guns, commanded by Captain Shuldham, being on a cruize off Martinico, fell in with, and after a gallant reſiſtance was taken by a French ſquadron, under M. de Aubigny‡.

JAMAICA.

The ſquadron on this ſtation was commanded by the honourable George Townſend, rear-admiral of the red,

British Squadron

Ships.	Guns	Men.		Commanders.
* Grafton	70	520	---	Com. Holmes
Nottingham	60	400	---	Captain Sam. Marſhall
Hornet	14	100	---	——— S. Salt
Jamaica	14	100	---	——— Sam. Hood

French Squadron.

Ships.	Guns.	Men.		Commanders.
L'Heros	74	700	---	M. de Beauſier
L'Illuſtre	64	600	---	M. de Montalus
La Licorne	32	300	---	
La Syren	32	300	---	M. de Buerger

† Appendix, Chap. II. No. 72.

Ships.		Guns
§ La Prudente		74
L'Atalente		32
La Zephyr		[illegible]

whoſe

A.D. 1756 non and ſix braſs mortars were found in the forts, together with a large quantity of ammunition and ſtores. About 100,000l. ſterling in rupees, and 30,000l. more in valuable effects were taken. The arſenal and ſtore-houſes were deſtroyed, with the principal part of the ſhips in the harbour and on the ſtocks. In the reduction of this place, which had been the terror of all the trading nations in India for upwards of a century, not more than twenty men were killed and wounded. Vice-Admiral Watſon, having left a ſufficient number of troops, and a naval force to ſecure and defend this place; towards the end of April ſailed to the coaſt of Coromandel, and anchored in Fort St. David road on the 14th of May. Soon after orders arrived for the admiral to return with his ſquadron to England. When this became known to the governor and council of Madras, they were greatly alarmed for the fate of the company's ſettlements, ſhould they be left unprotected by a naval force. They therefore repreſented to the admiral the perilous ſituation they were in; particularly as certain advices had been received from the Court of Directors, that a large fleet, with above 3000 land forces on board it had actually ſailed from France for India; and alſo that in Bengal their affairs were in a moſt dangerous condition; where the Nabob Surajah Dowlah had laid ſiege to, and made himſelf maſter of Caſſimbuzar and Calcutta. From theſe ſtrong repreſentations it clearly appeared to the admiral that the Eaſt-India Company's affairs in India muſt be entirely ruined ſhould he comply with his orders; he therefore reſolved to riſk a deviation from them, and to proceed inſtantly to Bengal. On the 14th of October Admiral Watſon ſailed from Madras. A large body of troops was embarked on board the ſquadron under Lieutenant-Colonel Clive. The weather proved ſo extremely tempeſtuous, attended with other accidents, that the admiral did not reach Balaſour roads before the 5th of December. The Cumberland, Salibury, and Blaze fire ſhip parted company in great diſtreſs, the firſt was under the neceſſity of putting into Vizagapatnam; the Salibury, after encountering many difficulties, joined the admiral ſome days after his arrival in the river. The Blaze never reached Bengal.

On the Vice-Admiral's arrival in Balaſour roads, the fate of Calcutta was fully confirmed by the information of the

[illegible]

A.D. 1756 out to him the dreadful consequences that might have resulted from so rash an act, and insinuated as he left the cabin that he should be punished. Strachan, highly disappointed at this rebuke from the admiral, when he thought himself entitled to applause, muttered as he was going from the cabin, "If I am flogged for this here "action, I will never take another fort as long as I live "by G—."

It is to be regretted that the repeated bad conduct of this brave fellow prevented Admiral Watson from giving him promotion. He was afterwards wounded in one of the actions under Admiral Pocock, and became a pensioner of the chest at Chatham.

Captures made in the course of this year.

	Vessels.
Taken from the enemy, many of them of great value	251
Taken by the enemy, few of any value - -	230
Balance in favour of Great Britain -	21

OCCURRENCES AT HOME.

1757 The parliament voted for the service of the current year 55,000 seamen, including 11,419 marines.

Supplies granted for the Navy.	*l.*	*s.*	*d.*
For the pay of the seamen and ordnance for sea service - - -	2,860,000	1	0
For the ordinary of the navy, including the half-pay to sea officers -	223,939	7	7
Towards the buildings, rebuildings, and repairs of his majesty's ships -	200,000	0	0
For Greenwich hospital -	10,000	0	0
For purchasing land near Plymouth, and erecting the naval hospital there -	10,000	0	0
The total grants for this year amounted to	8,350,325	1	3

In February his majesty ordered the following promotion of flag officers.

William Martin, Esq.
Isaac Townsend, Esq.
George Lord Anson
} To be Admirals of the white.

Henry Osborne, Esq.
Thomas Smith, Esq.
Thomas Griffin, Esq.
Sir Edward Hawke, K.B.
} Admirals of the blue.

Charles

Charles Knowles, Esq. } [illegible] A.D.
Hon. John Forbes, } [illegible] 17[illegible]
Hon. Edward Boscawen, }
Charles Watson, Esq. }
Temple West, Esq. } Vice-Admirals of the [illegible]
George Pocock, Esq. }
Hon. George Townshend, }
Savage Mostyn, Esq. } Vice-Admirals of the [illegible]
Francis Holburne, Esq. }
Henry Harrison, Esq. }
Thomas Cotes, Esq. } Rear-Admirals of the Red.
Thomas Frankland, Esq. }

On the 28th of December, [illegible] with [illegible] Admiral Byng, [illegible] Portsmouth [illegible]

President,

Vice-Admiral Thomas Smith.

Rear-Admirals,

Francis Holburne, Harry Norris,
Thomas Broderick.

Captains,

Charles Holmes, Francis Geary,
William Boys, John Moore,
John [illegible], [illegible],
John Bentley, [illegible] Keppel.
Peter Denis.

[illegible]

A.D. 1757 This article of war left no discretional power in the court, as it expresses, that "every person so offending, "and being convicted thereof by the sentence of a court-"martial, shall suffer death." The court therefore adjudged Admiral Bing to be shot to death, at such time, and on board such ship, as the lords commissioners of the admiralty shall direct. But as it appeared by the evidence of Captain Gardiner, and other officers who were near the admiral's person during the action, that he did not shew the least signs of cowardice or disaffection, but gave his orders with the greatest firmness and resolution; the court unanimously thought it their duty to recommend him as a proper object of mercy; at the same time wrote a letter to the admiralty, earnestly praying their lordships to implore his majesty's clemency.

The legality of the sentence was referred to the twelve judges, who were of opinion that it was legal; upon which it was ordered to be put into execution: but some of the members expressing a desire to be released from their oath, having something to disclose relative to the sentence, which greatly affected their consciences, a respite was granted for a fortnight; and his majesty signifying a desire that a bill should be passed for that purpose, both houses of parliament complied with it. Several of the members of the court-martial were accordingly examined on oath at the bar of the house of commons. The question put to them was, "Whether they were of opinion, that they had some particulars "to reveal relative to the case of Admiral Bing, and the "sentence passed upon him, which they judged necessary "for his majesty's information, and which they thought "likely to incline his majesty to mercy?" Three of the members declining to make any answer to this question, the house unanimously rejected the bill. Orders were then given to carry the sentence into execution. Admiral Bing was accordingly shot on board the Monarch, in Portsmouth harbour, the 14th of March. When brought on the quarter-deck, he delivered into the hand of a friend the following paper:

"A few moments will now deliver me from virulent "persecutions, and frustrate the further malice of my ene-"mies. Nor need I envy them a life, subject to those "vexations, the injuries and injustice done me must create. "Persuaded I am, justice will be done to my reputation hereafter.

A.D. 1757 " ought to be guided by his own conſcience, and not by " the opinions of other men.

" In the caſe before us, it is not the merit of Admiral " Bing I conſider. Whether he deſerves death or not, is " not a queſtion for me to decide. But, whether his life " can be taken away by the ſentence pronounced upon him " by the court-martial; and after having ſo clearly ex- " plained their motives for pronouncing ſuch a ſentence, is a " point alone which has employed my ſerious conſideration.

" The 12th article of war, on which Admiral Bing's " ſentence is grounded, ſays (according to my underſtand- " ing of its meaning,) 'That every perſon who in time of 'action, ſhall withdraw, keep back, or not come into 'fight, or who ſhall not do his utmoſt, &c. through mo- 'tives of cowardice, negligence, or diſaffection, ſhall ſuf- 'fer death.'—The court-martial does, in expreſs words, " acquit Admiral Bing of cowardice and diſaffection, and " does not name the word negligence. Admiral Bing does " not, as I conceive, fall under the letter or deſcription of " the 12th article of war. It may be ſaid that negligence " is implied, though the word is not mentioned: other- " wiſe the court-martial would not have brought his offence " under the 12th article, having acquitted him of cowar- " dice and diſaffection; but it muſt be acknowledged, that " the negligence implied, cannot be wilful negligence; for " wilful negligence, in Admiral Bing's ſituation, muſt " have either proceeded from cowardice or diſaffection; and " he is expreſsly acquitted of both theſe crimes. Beſides " theſe crimes, which are implied only, and not named, " may indeed juſtify ſuſpicion, and private opinion; but " cannot ſatisfy the conſcience in caſe of blood.

" Admiral Bing's fate was referred to a court-martial; " his life and death were left to their opinions. The court- " martial condemned him to death, becauſe, as they ex- " preſsly ſay, they were under the neceſſity of doing ſo, by " reaſon of the letter of the law, the ſeverity of which they " complained of, becauſe it admits of no mitigation. The " court-martial expreſsly ſay, that, for the ſake of their " conſciences, as well as in juſtice to the priſoner, they " moſt earneſtly recommend him to his majeſty's mercy. " It is evident then, that, in the opinion and conſciences " of the judges, he was not deſerving of death.

" The queſtion then is, ſhall the opinions, or neceſſities

" of

A.D. 1757 out from Breſt to their colonies. Inſpite of the vigilance of the Britiſh admirals, M. de Bois de la Motte ſlipped out of Breſt, and reached Louiſbourg in ſafety.

In the autumn a large fleet was equipped, and a conſiderable body of troops aſſembled at Portſmouth, for the purpoſe of making a deſcent on the French coaſt, and to endeavour to deſtroy the port of Rochfort, one of the enemy's principal naval arſenals. The command of the fleet was conferred on Sir Edward Hawke, having under him Vice-Admiral Knowles, and Rear-Admiral Brodrick; its force conſiſted of ſixteen ſail of the line, two frigates, five ſloops, two bomb-ketches, two fire-ſhips, and ſeveral tranſports, having on board 7300 land forces, under the command of Sir John Mordaunt, K. B.*

On the 8th of September this armament ſailed from Spithead, and made the French coaſt on the 20th. Sir Edward Hawke gave orders to Vice-Admiral Knowles to proceed with his diviſion to Boſque road, and to attack the iſle of Aix. At four in the afternoon, when he was advanced ſome diſtance from the fleet, a French ſhip of the line was obſerved ſtanding towards him; but ſhe ſoon diſcovered her miſtake, and bore away with a crowd of ſail. Vice-Admiral Knowles heſitated for ſome time conſidering the ſervice he was ordered on, whether it would be proper to riſk a ſeparation of his diviſion, by ſending ſhips in chace; at length the Torbay and Magnanime's ſignals were made; but by this time the enemy had got ſo much the ſtart of them, as to enable her to reach the Garonne in ſafety. The weather proving thick and hazy, it was the 22d before the whole fleet anchored in Boſque road. Early in the morning of the 23d, Vice-Admiral Knowles proceeded with his diviſion to the attack of the iſle of Aix; two French ſhips of the line, which were at anchor off the iſland, as ſoon as they ſaw our ſhips under weigh, ſlipped their cables, and ran into the river Charante. At twelve the batteries began to throw ſhells and fire ſhot. Captain Howe, in the Magnanime, who led, ſtood on with a ſteady bravery, reſerving his fire until he got within forty yards of the fort, when he brought up with a ſpring on his cables, and opened ſo furious and well directed a fire, that in half an hour the enemy were driven from their guns, and ſurrendered. In the

* Appendix, Chap. II. No. [illegible].

fort

A.D. 1757 to their quarters and repulſed the enemy, with the loſs of 36 men killed and wounded. The action was renewed; but the Frenchman was ſoon forced to ſubmit with the loſs of 58 men killed.

In February Captain Lockhart being indiſpoſed, the Tartar cruized under the command of her firſt lieutenant, Mr. Baillie, who took, after a ſmart action, the Victoire privateer, of 26 guns and 230 men. She was taken into the ſervice, and the command given to Mr. Baillie for his gallant conduct.

In March Captain Lockhart having reſumed the command of the Tartar, took the Maria privateer of 24 guns and 270 men.

Soon after he fell in with the Duc d'Aiguillon, of 26 guns and 265 men; ſhe fought the Tartar very bravely for an hour and a quarter, when having 50 men killed, ſhe ſtruck. The Tartar had four men killed and one wounded.

In May, he took the Penelope, of 18 guns, and 190 men; ſhe did not ſubmit until 14 men were killed and ſeveral wounded.

In October Captain Lockhart took the Gramont, of 18 guns, and 150 men; being a fine ſhip, ſhe was purchaſed into the ſervice and called by the ſame name.

In November, after a chace of thirty-ſix hours, and a cloſe engagement of three more, Captain Lockhart took the Melampe privateer of 36 guns, and 320 men; twelve of whom were killed and thirty-ſix wounded. The Tartar had one man killed and three wounded. At the time the Tartar began the chace ſome other ſhips were in company; but when the enemy ſtruck, they could ſcarcely be diſcerned from the maſt head. The Melampe was quite a new ſhip; ſhe was purchaſed into the ſervice by the ſame name.

Captain Lockhart, from his ſucceſs and activity, became quite the dread of the enemy's cruizers. The merchants of London, highly ſenſible of the ſervices he had rendered them, preſented him with a beautiful piece of plate, valued at 200 guineas; on which was repreſented the ſeven privateers, the Tartar, and his arms, with the following inſcription.

"The gift of the two public companies, the under-
"writers and merchants of the city of London, to Captain
"John Lockhart, commander of the Tartar, for his ſignal
"ſervice

A.D. 1757 from ſome Engliſh priſoners found on board this privateer, that ſhe had cruized in company with another; ſaw his prize into Kinſale, and then went in purſuit of her conſort, which he had the good fortune to diſcover and capture; ſhe proved to be the Comteſſe de Noailles, of 18 guns and 143 men. As a reward for ſuch important ſervices Lieutenant Clements was made a poſt captain.

The Unicorn was afterwards commanded by Captain Matthew Moore. Being on a cruize he fell in with, and after a ſmart action of five hours, took the Hermione, French frigate of 28 guns (pierced for 32), both ſhips were much crippled and had many men killed and wounded. The Hermione was entirely diſmaſted. She was taken into the ſervice and named the Unicorn's prize.

The Chicheſter, Captain Willet, after a ſhort chace, and firing a few guns, took the Bienacquis, French frigate of 38 guns and 300 men, commanded by M. Macartney. She was alſo taken into the ſervice and called the Aurora. Both theſe frigates were a part of M. de la Mothe's ſquadron from Louiſbourg.

The Eagle, Captain Palliſer, and Medway, Captain Proby, after an hour's firing, took the Duc d'Aquitan, French Eaſt-Indiaman, pierced for 64 guns, but only 50 mounted, and 463 men, commanded by M. d'Eſquilen. She had all her maſts ſhot away, 50 men killed and many wounded. The Eagle had 10 men killed, and 37 wounded. The Medway 10 wounded. The Duc d'Aquitan being a fine ſhip and in good condition was added to the navy.

On the 23d of November the Huſſar, of 28 guns, Captain Elliot, and the Dolphin of 24, Captain Marlow, chaſed, and at eight in the evening came up with, and brought to action a large French ſhip. The engagement was continued with great ſpirit on both ſides until ten; when the enemy was diſmaſted, and ſoon after ſunk with her colours flying. The boats of the Britiſh ſhips could not be got out in time to ſave any of her crew. She was ſuppoſed to be L'Alycon, of 50 guns, with only her upper tier mounted.

Captain Edward Hood, in the Antelope of 50 guns, chaced and [illegible] on the rocks in Audierne bay, L'Aq[illegible] French ſhip of war of 50 guns and 450 men; thirty

thirty of whom were killed and 25 wounded. The Antelope had three men killed and 15 wounded. A.D. 1757

The Happy sloop of war of eight guns, as many swivels, and 80 men, commanded by Captain Barnet, on her passage from Jersey, was attacked by the Imperial privateer of 14 guns, six swivels, and 78 men. The superiority in fire and weight of metal determined Captain Burnet to board her; which was done with so much resolution and success, that the enemy's decks were soon cleared, and she was obliged to strike. Captain Burnet was promoted to the rank of post captain for his bravery.

The Defiance privateer, of London, after a well-fought action, which lasted six hours, captured the Prevost de Paris, French privateer of 24 guns, 20 swivels, and 325 men, 75 of whom were killed or wounded. The Defiance had 12 killed and 22 wounded.

The Britannia privateer, of Bristol, of 32 guns and 220 men, commanded by Captain Fowler, engaged the Granville privateer, of 30 guns and 278 men, for four hours, at which time the enemy sheered off, and soon after blew up; all her crew perished, escaping four men, who were picked up by the Britannia's boats.

MEDITERRANEAN.

The squadron on this station was commanded by Rear-Admiral Saunders, who, whilst in Gibraltar bay, received intelligence that M. du Quesne, the Toulon squadron, under the command of M. de Macnez, had sailed from Toulon, bound to Louisbourg. He immediately put to sea with three sail of the line and two frigates, and cruized in the Straits, in hopes of intercepting them. On the 5th of April the Toulon ships were discovered to windward. He immediately stood for a general chace; but the enemy, being all clean ships and better sailers, got clear off.

The Ambuscade, of 32 guns and 220 men, commanded by Captain Gwynn, took off the island of Sardinia the Vaquaen privateer, of 24 guns and 300 men. She engaged the Ambuscade close an hour, and had 50 men killed and many wounded. The Ambuscade had three men killed.

A.D. 1757

The Experiment, of 24 guns and 200 men, Captain John Strachan, being on a cruize on the coaſt of Spain, fell in with, and after a deſperate engagement, took the Telemaque privateer, of 26 guns and 330 men. During the action the enemy made two unſuccesſful attempts to board the Experiment, who in her turn boarded and compelled the privateer to ſtrike, with the loſs of 100 men killed, and 70 wounded. The Experiment had four killed, and 20 wounded.

Captain Hotham, in the Fortune ſloop of war, took, after a briſk action, which laſted an hour and a half, a large French ſhip, of 26 guns and 150 men, of whom 10 were killed and many wounded. She was from Marſeilles, bound to Martinico, with a valuable cargo. For this action Captain Hotham was made poſt.

In May Admiral Oſborne arrived with a conſiderable reinforcement, and took the command of the ſquadron*.

NORTH AMERICA.

In the month of May Sir Charles Hardy, who was governor of New York, received his commiſſion as rear-admiral of the blue, with orders to hoiſt his flag, and cooperate with the Earl of Loudoun on the expedition againſt Louiſbourg. On the 25th Sir Charles Hardy ſailed with the ſquadron and a large fleet of tranſports from Sandy Hook, and on the 5th of June arrived at Halifax†.

On the 9th of July Vice-Admiral Holbourne arrived, and took on him the command of the fleet‡. The ſeaſon was now far advanced for undertaking any military operations, eſpecially againſt an enemy from whom a reſolute oppoſition might be expected. This, however, did not prevent the admiral and Lord Loudoun from making the neceſſary preparations for the attack on Louiſbourg. The ſhips were therefore refitted, and the embarkation of the

Appendix, Chap. II. No. 78.

Ships.	Guns.	Commanders.
[illegible]	50	§ Sir Charles Hardy, Rear-Admiral of the blue / Captain Falkingham
[illegible]	[illegible]	—— J. Campbell
[illegible]	[illegible]	—— Dudley Digges
[illegible]	[illegible]	—— S. Scott
[illegible]	[illegible]	Ar. Upton

* Appendix, Chap. II. No. 79.

troops

[illegible] Fall as this account was on the [illegible] at 4 P.M. an express arrived from Captain [illegible] commander of Newfoundland, to inform Vice-Admiral Hughes, that one of his cruizers had taken a vessel from Louisbourg, with dispatches; from whom he learnt, that the garrison's force in that harbour consisted of 1500 [illegible], three large frigates, and above 7000 regular forces on shore. In consequence of this intelligence, a council of war was immediately held, consisting of captains and land officers, wherein it was resolved, "That, considering the great strength of "the enemy, and the advanced season of the year, it was "expedient to postpone the attack upon Louisbourg; "and that the troops should proceed to the different "places where the public service required them." The troops were accordingly ordered to embark, and proceed to their respective winter quarters. Vice-Admiral Hughes was resolved to take a number of the enemy's ships; for this purpose he sailed from Halifax on the 10th of November, and on the 22d was close in with the harbour of Louisbourg; the wind then blowing a hard breeze, and was perfectly calm; and that the enemy were making preparations to sail. At noon he returned to anchor in Halifax. On his arrival there, he found Captain Graves [illegible] and on the same day sailed [illegible] Vice-Admiral Hughes [illegible] and cruized off Louisbourg [illegible] the enemy's transports, [illegible] great advantage. On Saturday [illegible] the following day, [illegible] to the north-east, and [illegible] the wind came [illegible] to the south, and [illegible] the next day, which [illegible] the north, and by the [illegible] a utter destruction, being [illegible] with the rocks on

A.D. 1757 Cape Breton. The Tilbury was driven aſhore about two leagues from Louiſbourg, and was totally loſt; Captain Barnſly, and moſt of the crew, periſhed. The Grafton alſo ſtruck, but luckily got off again. After the ſtorm, the admiral collected his ſquadron together, and gave orders to Sir Charles Hardy and Commodore Holmes, to proceed to England with thoſe ſhips which were moſt diſabled; and returned himſelf to Halifax with the remainder. Soon after Vice-admiral Holbourne ſailed for England, leaving the command of the ſquadron with Lord Colvill. The French fleet alſo felt the bad effects of this tempeſt, ſeveral of their ſhips being conſiderably damaged. they ſailed from Louiſbourg in October; thoſe which eſcaped our cruizers, arrived at Breſt the end of November, in a moſt crippled condition.

The ſhips, with the damages they ſuſtained in the late ſtorm.

Ships.	*Damages.*
Newark,	ſix guns thrown overboard.
Invincible,	loſt three men, with her main and mizen maſt.
Grafton,	loſt her main maſt, mizen maſt, and rudder; ſteered home by a machine.
Captain,	diſmaſted.
Sunderland,	ditto.
Bedford,	ditto.
Devonſhire,	ditto.
Windſor,	ditto.
Naſſau,	ditto, arrived in England with nine feet water in the hold.
Prince Frederick,	ditto, and obliged to bear away for St. John's, Newfoundland.
Centurion,	ditto, and ten guns thrown overboard.
Eagle,	diſmaſted, threw fifteen guns overboard, and arrived in England with eight feet water in her hold.
Nottingham,	loſt her mizen maſt, and twelve guns thrown overboard.
Kingſton,	ſixteen guns thrown overboard.
Tilbury,	wrecked, captain and many of the crew periſhed.

Nightingale,

Northumberland,	lost her mizen mast, [illegible] and two [illegible] guns.
[illegible],	[illegible], three masts, and ten guns.
[illegible],	[illegible], three new [illegible].

AFRICA.

There not being a sufficient naval force on this station to protect the trade, it was greatly annoyed by a French [illegible] which had sailed from Brest the [illegible] under M. de Kersaint, who took and destroyed a great number of ships. He also attempted to reduce Cape Coast Castle, but Mr. Bell, the governor, made so resolute a defence, that after a cannonade of two hours, he obliged M. de Kersaint to cut his cables and put to sea. The French commodore soon after arrived at Cape François, on which station he [illegible] in the engagement with Commodore Forrest.

LEEWARD ISLANDS.

Commodore Moore relieved Rear Admiral Frankland on this station. [illegible]; many of the enemy's privateers and merchant vessels were taken and [illegible], at the same time that [illegible] Captain [illegible] [illegible]

[illegible]

On the [illegible] [illegible] was [illegible]

[illegible]

A.D. 1757 nought, to cruize off Cape Francois, to endeavour to intercept a large convoy which the French were collecting in that port for Europe, and which were to ſail under the eſcort of M. de Kerſaint.

On the 21ſt of that month, the French Commodore put to ſea, in hopes of forcing Captain Forreſt to quit his ſtation. The ſuperiority* of the enemy ſo far from intimidating this gallant officer, that he agreed with his brave aſſociates (the Captains Suckling and Langdon,) to bear down and reſolutely engage them. At about twenty minutes after three in the afternoon the engagement began, and continued with unceaſing fury for two hours and a half, when M. de Kerſaint was ſo much diſabled, that he made the ſignal for a frigate to tow him out of the line; the reſt of his ſhips were thrown into the greateſt confuſion. The Sceptre, Greenwich, and Intrepide, fell on board of each other, and in this ſituation were ſeverely cannonaded by the Auguſta and Edinburgh. The French commodore, with his crippled ſquadron, bore away for Cape Francois, which ſome of his ſhips reached with much difficulty. The Opiniatre was diſmaſted; and the Greenwich extremely leaky. Their loſs in men amounted to between five and ſix hundred killed and wounded.

The Auguſta had her firſt lieutenant and eight men killed, and twenty nine wounded; the Dreadnought, nine killed and thirty wounded; the Edinburgh five killed, and thirty wounded. The ſhips were ſo much damaged, that Captain Forreſt was obliged to bear up for Jamaica.

The coaſt being now clear, M. de Kerſaint haſtened the repairs of his ſquadron, and proceeded to Europe with his convoy. In the channel he was overtaken by a violent ſtorm, in which many of the convoy were diſabled. The Opiniatre, Greenwich, and Outarde, having anchored

* French ſquadron under M. de Kerſaint.

Ships.		*Guns.*	*Men.*	*Commander.*
L'Intrepide,	-	74	900	M. de Kerſaint.
Le Sceptre,	-	74	800	M. Clerveau.
L'Opiniatre,	-	64	650	M. de Moirion.
[illegible]	-	50	[illegible]	M. de Fauveau.
L'[illegible],	-	44	400	
[illegible],	-	32	300	
[illegible],		32	300	
Total,		[illegible]	3380	

Thoſe ſhips had on board a great number of ſoldiers.

in Cinquetrinal, parted their cables, were driven ashore, [illegible] D. [illegible] 97
[illegible]

[illegible] later Captain Forrest had an opportunity of [illegible] his abilities as an excellent officer. On the [illegible] of December, Rear-Admiral Graves being on a cruize off Cape Finisterre, with the Marlborough, Atlanta, and Phœnix Mars, took two French privateers, from whence he learnt, that a rich convoy was prepared at Porto-al-Ferraio, to sail for France under the protection of two [illegible] men-of-war. To ascertain this fact, the [illegible] dispatched his cruizers to look into that port; [illegible] return [illegible] Frenchman's intelligence was true, he ordered Captain Forrest to proceed off the island of Gorgona, to cruize there [illegible] days; and if he should see no [illegible] or [illegible] examination of that place, to return and join him. [illegible] in the afternoon, Captain Forrest [illegible] bay, between the island of Gorgona and St. [illegible], where he perceived two sloops. [illegible] they [illegible] a cruiser, he hailed Darbyshire's [illegible], and [illegible] pursuing. About the [illegible], seven merchant vessels [illegible] to the westward; to avoid the [illegible], Captain Forrest [illegible] the Atlanta, and [illegible] from them till dark; after which he made tail and followed them. At [illegible] o'clock [illegible] two [illegible] a man; the other [illegible] Leopard. [illegible] off the [illegible] of Porto Gravo. Captain Forrest [illegible] the gun, [illegible] the [illegible], [illegible] upon the [illegible] Captain Forrest [illegible] [illegible] Porto Gravo, [illegible] [illegible] and [illegible] [illegible]

A.D. 1757 Captain Forreſt carried his prizes to Jamaica, where their cargoes (which were of great value) were ſold.

EAST-INDIES.

Vice-Admiral Watſon having made himſelf maſter of all the forts below Calcutta, proceeded with part of the ſquadron* to co-operate with Colonel Clive in the reduction of that place; on the 2d of January the ſhips took their ſtations, and began a moſt vigorous cannonade, which, at the end of two hours, drove the enemy from their guns, and they abandoned the fort. The admiral immediately landed a party of ſeamen under Captain King†, and the king's troops under Captain Coote, who took poſſeſſion of it. In this attack, nine ſeamen and three ſoldiers were killed, and 26 ſeamen and five ſoldiers wounded. The admiral's next object was to attack the rich city of Hugh-ley, belonging to the Nabob, ſituated about 30 miles above Calcutta. The force deſtined for this ſervice conſiſted of the Bridgewater, Kingsfiſher, and Thunder bomb; with all the boats of the ſquadron manned with 150 ſeamen, under the command of Captain King, who was to act on ſhore; 200 European ſoldiers and 280 ſeapoys, under Major Kilpatrick. On the 5th of January they departed from Calcutta. On the 9th the ſhips anchored before the place, landed the troops, and began to cannonade, which continued till midnight, when a practicable breach being made, the fort was carried by ſtorm. The garriſon conſiſted of 2000 men, and 20 pieces of heavy cannon. The riches found in the place fell very ſhort of the expectations of the captors; the inhabitants having had time to remove them. After demoliſhing the fort, and ſpiking the guns, the ſhips rejoined the admiral.

The moment Vice-Admiral Watſon received certain accounts of the French war, he reſolved to attack their ſettlement at Chandernagore; for this purpoſe he ordered the Kent, Tiger, and Salisbury to land their heavy and ſuperfluous ſtores at Calcutta. The Bridgewater and Kingsfiſher ſloop were ſent to eſcort the military ſtores up the river, in order to accelerate the march of the army under Colonel Clive.

* Appendix, Chap. II. No. 24.

† The preſent admiral, Sir Richard King, Bart.

On the 14th of March the Kent, Tiger, and Salisbury, [illegible] 1757
anchored within a mile of the fort. The entrance to [illegible]
[illegible] of the large ships had [illegible] three [illegible] in
[illegible] channel about a mile below [illegible] was
extremely narrow, but [illegible] their
mast-heads, the boats of the squadron would [illegible]
to land, without [illegible] a [illegible]
through which the large ships might pass with safety;
which preparations [illegible] Admiral
Pocock and [illegible] Colonel [illegible];
but that ship not being able to get up [illegible]
have a share in the action, he [illegible]
joined Admiral Watson, on the 24th, and hoisted his [illegible]
on board the Tiger. [illegible] the ships got under sail, as they [illegible]
[illegible] a heavy [illegible] from the [illegible]
fire. Tiger brought up in the [illegible]
at this time the [illegible] to make [illegible]
ship, which [illegible] the Kent [illegible]
[illegible] to the Salisbury, to the great [illegible] of Captain Mann and his brave crew, who were [illegible]
dent deprived [illegible] of the [illegible]
After a furious cannonade of [illegible] hours, the [illegible]
fired to capitulate [illegible]
[illegible] Kent [illegible]
[illegible]

[illegible] who had [illegible]
[illegible] the [illegible]
[illegible] East-India Company [illegible]

A.D. 1757 teſtimony of their gratitude for the ſervices Vice-Admiral Watſon had rendered them, cauſed a beautiful monument to be erected in Weſtminſter-Abbey to his memory; and his majeſty was pleaſed to create his ſon a baronet.

Rear-Admiral Pocock, as a proof of his eſteem for his departed friend, took ſuch of the officers under his own patronage, who were dependent on Vice-Admiral Watſon, and promoted thoſe of his lieutenants who choſe to remain with him to the rank of poſt captains.

In September the rear-admiral was informed, by a letter from Captain James, of the company's frigate Revenge, who was ſtationed to cruize off Pondichery, that in company with his majeſty's frigate the Triton, he had been chaſed off the coaſt by a ſtrong ſquadron of French ſhips of war*; and he alſo learnt that a reinforcement from England might be daily expected under Commodore Stevens. This was very acceptable news to Rear-Admiral Pocock, whoſe ſquadron was by no means equal to cope with that of the enemy; and the Kent was in ſo bad a condition, that he was under the neceſſity to order her to be broke up.

The ſpirited behaviour of three captains of Eaſt-India ſhips ought not to go unnoticed. Theſe were the Suffolk, Captain Wilſon; Houghton, Captain Walpole; and Godolphin, Captain Hutchinſon. On the 8th of March, being about eight degrees to the eaſtward of the Cape of Good Hope, they were attacked by a French ſhip of the line and a frigate; which after a ſmart firing they obliged to ſheer off. The Eaſt-India Company preſented each of the crews of theſe ſhips with 2000l. as an encouragement and reward for their gallant conduct.

Captures made in the courſe of this year.

Britiſh ſhips taken by the French -	571
French ſhips taken - - -	364
Balance in favour of France -	207

Many of the Britiſh veſſels taken were ſmall and of little value; amongſt thoſe of France ſeveral were of great force and very valuable, which, in point of profit, give the balance conſiderably in favour of Britain.

* Sailed from Brest on the 4th of May, under the command of the Comte D'Aché.

OCCURRENCES

OCCURRENCES AT HOME.

The parliament voted for the service of the current year [illegible] seamen, including 14,845 marines, and the supplies voted for the navy as follows, viz.

	£.	s.	d.
For seamen's wages, and ordnance for sea service - -	3,12[illegible]	[illegible]	0
For the ordinary of the navy, including half-pay to sea officers -	224,421	5	8
Towards the building, rebuilding, and repairs of his majesty's ships -	2[illegible]	[illegible]	0
Towards the support of Greenwich hospital - - - -	1[illegible]	[illegible]	0
Towards carrying on the works at the hospital building at Plymouth -	1[illegible]	0	0
Towards carrying on the works at Haslar hospital near Gosport -	1[illegible]	[illegible]	0
Total for sea service - -	3,574,421	5	8

The whole supplies amounted to £.1[illegible],4[illegible],557 [illegible]

In this session of parliament a bill was brought in by the honourable George Grenville, for the encouragement of seamen employed in the royal navy, establishing a more regular method for the punctual and frequent payment of their wages; also to enable them to remit money for the support of their [illegible] [illegible] death; [illegible]

[illegible] were [illegible]

[illegible]

[illegible]

Henry

A.D. 1758 Henry Harrifon, Efq. } Vice-Admirals of the Blue.
Thomas Cotes, Efq. } Vice-Admirals of the Blue.
Lord Harry Powlett, Rear-Admiral of the Red.
Sir Charles Hardy, Knt. Rear-Admiral of the White.

And in the month of Auguft, the following captains were promoted:

Thomas Pye, Efq.
Charles Stevens, Efq.
Philip Durell, Efq.
Charles Holmes, Efq.
} Rear-Admirals of the Blue.

On the 1ft of January, the Adventure armed fhip, of 18 fix pounders, commanded by Captain John Bray, lying at an anchor in Dungenefs road, difcovered a large fnow reaching in for the Nefs. When fhe had approached pretty near, Captain Bray ordered the cable to be cut, flood out, and foon brought her to action. To prevent the enemy from raking the Adventure, Captain Bray laid her athwart hawfe, and fecured her bowfprit to the Adventure's capftan; in this fituation the engagement continued very brifk near an hour with fmall arms, when the enemy ftruck, and proved to be the Machault privateer, of 14 guns, nine pounders, and 102 men, 40 of whom were killed and wounded. The Adventure had only one man killed and two wounded. For this gallant action, Captain Bray was made a poft captain.

On the 8th of January, Captain John Elliot, in the Huffar, of 28 guns, and 200 men, being on a cruize to the weftward of the Lizard, fell in with, and after a fevere action of an hour and three-quarters, took the Vengeance privateer of St. Maloes, mounting 32 guns, and 319 men. The French commander fought his fhip with great bravery; nor would he ftrike until his fhip was difmafted, eight feet water in the hold, five guns difmounted, 52 men killed, and 37 wounded. The Huffar had fix men killed, and 15 wounded. The Vengeance being a fine fhip, was taken into the fervice by the fame name.

On the 19th of February, Admiral Bofcawen failed from St. Helens with a large fquadron to the coaft of North America.* In working out the Invincible, of 74 guns, Captain John Bentley, miffed ftays, ran upon the Owers, and was totally loft. The crew, ftores, &c. were faved. In the month of March Commodore Holmes was fent with a fmall

* Appendix, Chap. II. No. 91.

fquadron

[illegible] French and Adrians of the city [illegible] to the Island of Pitha, which they [illegible] and levied heavy contributions on the inhabitants. This done, the commodore proceeded to effectually [illegible] the city to the [illegible] a great part of the baggage, cannon, [illegible] the boats [illegible] from, in the [illegible] made [illegible] them up the river.

A.D. 1758

On the [illegible] of March, Sir Edward Hawke sailed from [illegible] with [illegible] ships of the line, and three frigates, [illegible] attack, and if over to take or destroy a large [illegible] convoy, which [illegible] St. Malo, [illegible] of Aix, having on board 3000 troops destined [illegible] North America, and which were daily [illegible] a strong squadron of [illegible] April, at daybreak, as the [illegible] Bellona, three frigates were [illegible] with vessels under their [illegible] the harbour of St. Martins, in [illegible] which was driven ashore, [illegible] Hollar. A [illegible] the afternoon, the [illegible] of the 6th of Aix. The [illegible] chase; but [illegible] they [illegible] and [illegible] Night [illegible] of water [illegible] the signal [illegible] of Aix. The [illegible] served to [illegible] of them [illegible] Admiral [illegible] Mediterranean and [illegible] passed [illegible] to [illegible] which the [illegible] to go higher

A.D. 1758 up. By this time the enemy had got assistance of men and launches from Rochfort, who were employed in carrying out warps to heave them through the mud whenever they should be water born; whilst the crews were throwing over-board their guns, stores, and ballast, in order to lighten them.

About eighty buoys which had been laid on their anchors, and other things thrown overboard, were cut away by our frigates.

On the morning of the 5th, Sir Edward Hawke perceiving that the enemy's ships had got so far into the river Charante, as to preclude the possibility of his endeavours to destroy them, landed Captain Ewer, with 150 marines, to destroy the new works which the enemy had erected on the isle of Aix. This service he effectually performed without any disturbance to the inhabitants.

The enemy's designs of sending succours to their colonies in North America, was, by this blow, completely frustrated; and it greatly facilitated afterwards our successes in that part of the world.

On the 6th, the admiral proceeded with the squadron for England; the next day he was joined by the Essex and Pluto fire-ship; who, on their passage, had captured the Galathée French frigate of 22 guns, and a letter of marque of 20; the last engaged the Pluto for some time: in the action, Captain Hume, her commander, was killed.

On the 29th of May, the squadron under the command of Captain Pratten, being on a cruize in the chops of the channel, gave chace to a strange sail. At seven in the evening, the Dorsetshire, of 70 guns; Captain Peter Denis, came up with, and brought her to close action, which was maintained with spirit until nine o'clock; when the Achilles coming up, the enemy struck. She proved to be the Raisonable, of 64 guns, and 630 men, commanded by the Prince de Mombazen. She had 61 men killed, and 100 wounded. The Dorsetshire had 15 killed, and 20 wounded.

On the 26th of the same month, the Solebay and Dolphin, of twenty guns each, commanded by the Captains Craig and Marlow, fell in with off the Firth of Forth, the Marshall de Belliste French privateer of 44 guns, commanded by the famous M. de Thurot. A severe action ensued, and was bravely supported on both sides for near three hours, when M. de Thurot made sail, and got off; his

A.D. 1745

[illegible] directed at the rigging and sails [illegible] they were so much crippled to pursue him. [illegible] killed, and [illegible] wounded. [illegible] killed, and three wounded.

On the [illegible] June, Admiral Lord Anson sailed from [illegible] with a squadron of the line and five frigates,* to [illegible] the port of Brest, in order to intercept a detent [illegible] Duke of Marlborough, and the Hon. Commodore Howe; who at the same time sailed with a squadron of ships of war, and about one hundred transports, having on board some thousand land troops, and a [illegible] train of artillery.† On the morning of the [illegible] into Canale bay. A convenient place having been [illegible], where the troops might be landed, [illegible] were ordered to be [illegible], under the [illegible] Lord Charles Schomberg. The [illegible] commodore [illegible] frigate, who, with the [illegible] Duke of Marlborough, covered the [illegible] of the enemy's batteries of two [illegible], and one two-gun battery.

[illegible] and the troops, with their baggage, stores, [illegible] and on the 7th, the army, excepting [illegible], which remained at Canale to secure a retreat, [illegible] the neighbourhood of St. Malo. In the [illegible] Duke of Marlborough reconnoitred the town, [illegible] that the [illegible] of St. Servan and Solidor [illegible] St. Malo, with the [illegible] and [illegible], were totally unprovided [illegible] cannon [illegible] them. As soon as it [illegible] was [illegible] to proceed [illegible], [illegible] and other [illegible] were [illegible] and [illegible] magazines [illegible], and [illegible] naval [illegible] and [illegible] and [illegible] burning [illegible] of them, was [illegible] of gunpowder, which [illegible]

[illegible] and [illegible] burnt, were [illegible]

* [illegible] H.N.
† [illegible] H.N.

[illegible]

A.D. 1758

At St. Servand.

1	ship of	50 guns on the ſtocks.	King's ſhips.
1	-	36	
1	-	22	
1	-	18	

62 merchantmen, and many ſmall craft.

At Solidore.

1 ſhip of 32 guns, never at ſea, completely rigged.

1 ditto	30	juſt laid on the ſtocks, the keel and timbers all burnt.
4 ditto	20	ready for ſea, with a conſiderable quantity of ſtores on board.
2 ditto	16	
1 ſloop	12	

5 merchant ſhips, two of them new.
6 ſloops.

The city of St. Malo was now more cloſely reconnoitred by the general officers and engineers, who were of opinion that, from the appearance of its ſtrength, it would require ſome time before it could be reduced; and as the heavy cannon and mortars neceſſary for the ſiege, were not yet landed, it would be moſt expedient to return to Cancale bay, and reimbark the troops. Accordingly, on the 10th of June, the army ſtruck their tents, and marched to Cancale. The next day the troops, artillery, &c. were all on board the tranſports; but the weather proving very boiſterous, and the wind contrary, it was the 21ſt before the fleet could clear the coaſt of France. On the 23d they got ſight of the iſle of Wight, when the wind ſhifted to the eaſtward, the Commodore once more ſhaped his courſe for the enemy's coaſt. On the 25th, the fleet was cloſe in with Havre de Grace; and every thing was prepared for a [illegible] but it came on to blow ſo hard towards the [illegible], that the ſhips were obliged to put to ſea to avoid the [illegible] of a [illegible]. On the 27th, the fleet again [illegible] it was found that the enemy [illegible] to fulfil any attempts that might be [illegible] the ſtore, on the 29th, [illegible] and anchored with the fleet [illegible] town. Scarcely were the neceſ- [illegible] a deſcent, before the weather [illegible] which ſoon increaſed to a [illegible] of the tranſports ran foul of each other,

[illegible], and was in imminent danger of being wrecked. A.D. 1753
[illegible] squadron in [illegible] to England, [illegible] Spithead. On [illegible] Commodore, the Garland [illegible], hauling to the wind, slipped her [illegible] the was parted, and taken by the [illegible].

On [illegible] of July, Lord Anson [illegible] with the [illegible] Squadron, [illegible] Rear-Admiral Holmes, with [illegible] the line, [illegible]. On the 29th, the admiral accompanied [illegible] the mouth of Angelli, [illegible] Rear-Admiral Saunders, [illegible] Lord Anson [illegible] Rear-Admiral [illegible].

[illegible] Commodore Howe, was detached [illegible] the coast of France. [illegible] Mediterranean [illegible] appointed to [illegible] Germany, France and Germany [illegible] on the [illegible] of July, [illegible] Prince Edward embarked [illegible] on board the [illegible] ship [illegible]. On the 1st of August [illegible] fleet [illegible] weather, [illegible] the 7th. The [illegible] several [illegible]. The next [illegible] Mediterranean [illegible] the [illegible] and [illegible] Commodore Howe, Rear-Admiral [illegible] Mediterranean [illegible] which were [illegible] On the 8th, the

[illegible]

A.D. 1758 debarkation was completed, and the army proceeded on its march to Cherbourg; which place they found deserted by the enemy, and entered it without opposition. The fort and town being secured, the general gave orders to the engineers to demolish the piers at the entrance of the harbour, the bason, magazines, stores, and batteries. One hundred and sixty-three iron cannon, and three mortars, were either rendered useless or thrown into the harbour, together with a great number of shot and shells. By the 15th the demolition of Cherbourg was completed, and the next day the army was re-embarked without molestation. Twenty-two brass cannon and two brass mortars, with the colours, were put on board two of the enemy's ships, which were taken in the harbour, and conveyed to England. Eighteen other vessels were either burnt or sunk across the entrance of the harbour. Not more than 20 men were killed, and thirty wounded on this service. On the 17th the fleet sailed for England, and two days after came to an anchor in Portland roads.

On the 31st of August the fleet sailed again for the coast of France, and on the 3d of September, having come to an anchor in the bay of St. Lunaire, about two leagues to the westward of St. Malo, the troops were landed without opposition. The next day the General sent a detachment of 500 grenadiers to the small town of St. Briac, just above St. Malo, where they burnt about 20 small vessels, and destroyed some batteries. Upon examining more narrowly the state of St. Malo, it was found to be so strongly fortified and supplied with so numerous a garrison; that the force which General Bligh had brought against it, was by no means considered adequate to reduce it; and in a council of war held on the 6th, the Commodore gave it as his opinion, that by reason of the very bad anchorage the ships of war could not approach near enough to the town to bombard it, without great hazard of their being lost. And for the same reason it would be necessary to move the fleet into St. Cas's bay, in order to re-embark the troops. On the 27th the army decamped from before St. Malo; and was so dilatory on its march, that the French had time to collect a considerable body of troops, who not only harrassed them on their march, but getting possession of the village of St. Cas, greatly impeded the embarkation; most probably the whole army would

[illegible] have been cut off, having a brisk and well-directed fire from the frigates and bomb-ketches for some time [illegible] the progress of the enemy, but Major-General D[illegible] having hastily ordered a detachment to dislodge a party of the enemy, who had taken possession of a wood, [illegible] the frigates to cease firing, [illegible] should strike our own men. The French availed themselves of the interval to pour down in great numbers on the beach, where they attacked our remaining troops, who [illegible] a most obstinate defence, until overpowered by numbers, when they dispersed and fled. Some attempt [illegible] off to the boats; but unhappily the [illegible] their usual intrepidity on such occasions, [illegible] resistance to [illegible] the [illegible] should demand them. The [illegible] observed the backwards [illegible] ordered [illegible] and [illegible] the [illegible] example [illegible] and [illegible] and the loss of many [illegible] A great number however perished, and [illegible] would have been still more [illegible], had not the [illegible] ordered the frigates to stop [illegible] quarter. Many officers of [illegible], wounded and made prisoners; among [illegible] Major General Dow, and Sir [illegible] Rowley, [illegible], under Captain Dow, [illegible] were [illegible] Brigadiers. [illegible] Commodore [illegible] the [illegible] frigates.

On [illegible] Lieutenant [illegible] and Lieutenant [illegible] [illegible] Dublin [illegible] Paul [illegible] Bell.

On [illegible] October, Captain Harvey, [illegible] Paul, [illegible] Dublin, [illegible] Bell, [illegible] Dublin, [illegible] Paul [illegible]

A. D. 1758

A.D. 1758 Captain Keppel in the Torbay took the Roſtan privateer, of 26 guns and 320 men; her commander had the temerity to engage the Torbay; by which ſhe had 26 men killed and ſeveral wounded. The Torbay had three men killed. The Roſtan was taken into the ſervice and named the Creſcent.

On the 31ſt of October, Captain Saumarez, in the Antelope of 50 guns, being at an anchor in King-road, received intelligence, that a French ſhip of war had anchored off the iſland of Lundy. He inſtantly got under weigh, and although the wind was contrary, beat down the channel; the next day he diſcovered the Frenchman a little below Ilfracombe; who on perceiving the Antelope, weighed and ſtood towards her, as if with the intention to give her battle; when ſhe had approached within ſhot, Captain Saumarez directed one to be fired at her; upon which ſhe ſtruck, and proved to be the Belliqueux, of 64 guns and 417 men; ſhe was one of M. du Chaffault's ſquadron from Quebec, and turned out a valuable prize, having on board furs to a great amount. The Belliqueux was added to the navy, and Captain Saumarez appointed to command her.

Towards the end of November a ſtrong ſquadron, under the command of Captain Robert Hughes, ſailed from England for the Weſt-Indies, having under his convoy the trade and a large fleet of tranſports, with a conſiderable body of land forces on board under Major-General Hopſon*.

MEDITERRANEAN.

Admiral Oſborne, who commanded the fleet on this ſtation, blocked up a French ſquadron, under M. de la Clue, who had taken ſhelter in the harbour of Carthagena.† Early in the morning on the 28th of February, being off Cape de Gatt, four French ſhips of war were diſcovered‡, which on ſeeing the Britiſh fleet diſperſed and ſteered dif-

* Appendix, Chap. II. No. 88.

† Appendix, Chap. II. No. 89.

Ships.	Guns.	Men.	Commanders.
‡ Le Redoutable -	74	800	M. du Quelnes, Chef d'Eſcadre
L'Oriflame -	64	500	M. D'Herville
L'Orphée -	70	400	
La Picarde -	26	250	

ferent

A.D. 1758

[illegible]

A.D. 1758 enable M. de la Clue to put to ſea and face the Britiſh ſquadron.

Admiral Oſborne continued to block up the French in the harbour of Carthagena, until it was too late to proceed to their reſpective deſtinations; he then ſteered for Gibraltar to refit; here he found Rear-Admiral Brodrick, who had been ſent from England in the Prince George, of 80 guns, to relieve Rear-Admiral Saunders. On the 13th of April, between one and two in the afternoon, being in the latitude of 48 degrees north, the ſhip was diſcovered to be on fire; the flames raged with ſo much fury as to baffle every effort of the officers and crew in their attempts to extinguiſh it. She continued burning until ſix in the evening and then ſunk. Out of her crew, which conſiſted of 745, including 30 paſſengers, only 260 were ſaved, beſides the Rear-Admiral Captain Peyton and all the officers. They arrived at Gibraltar in the Glaſcow and Alderney ſloop. Soon after Admiral Oſborne returned to England, leaving the command with Rear-Admiral Brodrick. On his arrival, he received the thanks of the houſe of commons for the ſervices he had rendered his country.

The cruizers were very ſucceſsful in making ſeveral valuable captures. The St. Albans and Favourite took the La Loire French frigate, of 36 guns. The Monmouth and Lyme drove aſhore on the iſland of Malta, and burnt La Roſe of 36 guns and 300 men.

NORTH AMERICA.

Early in January, Rear-Admiral Sir Charles Hardy was diſpatched to Halifax with orders to take under his command the ſhips of war which had wintered in that harbour; and to cruize off Louiſbourg, in order to intercept any ſupplies which the enemy might ſend out. In ſpite of the Rear-Admiral's vigilance, the French, favoured by thick fogs and tempeſtuous weather, arrived in the harbour of Louiſbourg with a ſtrong ſquadron of ſhips of war, under the command of M. de Chaffaut*. Sir Charles Hardy was however fortunate enough to take the Fundoyant of 22 guns, the annual ſhip ſent from France

* Appendix, Chap. II. No. 90.

to Quebec with ſtores and ammunition for the garriſon. A.D. 1758
The Boreas, Captain Boys, alſo took the Diana French frigate of 36 guns, after a ſhort action.

On the 9th of May, Admiral Boſcawen arrived at Halifax, and took upon him the command of the fleet*. The greateſt exertions were now uſed to forward the intended expedition againſt Louiſbourg. By the 28th the troops were all embarked, and every neceſſary arrangement completed. On the ſame day the Admiral failed from Halifax, the whole fleet amounted to one hundred and fifty-ſeven ſail. The Dublin, which had been ſent out to ſupply the place of the Invincible, joined the fleet off the harbour; but ſhe being extremely ſickly and out of condition, the Admiral took Major-General Amherſt on board the Namur, and ordered the Dublin into Halifax, to land the ſick and refit.

The weather proved ſo tempeſtuous, that it was the 2d of June before the admiral and moſt of the fleet reached Gabarus bay, which had been appointed the place of rendezvous. Commodore Durell was ordered to explore the coaſt, and gave it, as his opinion, that the troops might land, under cover of ſome frigates, in a ſmall bay without much danger from the ſurf, which by its violence made the coaſt in many places inacceſſible. Accordingly Admiral Boſcawen gave orders for ſeven frigates to place themſelves oppoſite to the enemy's batteries, and cover the diſembarkation; which was effected in the greateſt order and regularity, under the command of Brigadier General Wolfe, in the face of a body of [illegible] troops [illegible], which flanked and commanded their works on [illegible] the British troops, [illegible] them [illegible] and [illegible]. [illegible] began [illegible]

---

* A[illegible] H[illegible]

[illegible]

A.D. 1758 greatly damaged*. Notwithstanding these difficulties the troops were all landed before night. The weather became now tempestuous, and continued so for several days, which cut off all communication with the fleet. General Amherst, as he advanced, drove the enemy from their outposts, and obliged them to take shelter in the town, against which, by the 25th, he had erected batteries, and opened upon it with great success. On the 28th, the enemy sunk a ship of the line, a frigate, and two corvettes across the mouth of the harbour†. On the 21st of July the Entreprenant, of 74 guns, took fire, and before it could be extinguished she blew up; the flames communicated to two other ships, which were also consumed. There remained now only two ships of the line in the harbour, which the Admiral was determined either to take or destroy. For this purpose, on the 25th at night, he ordered 600 seamen to be sent in the boats of the fleet, under the command of the Captains Laforey and Balfour, who rowed into the harbour and executed this service with the greatest resolution and bravery, amidst an incessant fire from the enemy's ships and batteries. Captain Laforey boarded La Prudente; but finding that she was aground, and also moored with a strong chain, he set her on fire. The Bienfaisent was carried by Captain Balfour, and towed into the N. E. harbour. For this gallant service these officers were promoted to the rank of post captains; and the Lieutenants Affleck and Bickerton to be masters and commanders‡.

The enemy's ships being all either taken or destroyed, Admiral Boscawen informed the General that he was determined the next morning (the 20th) to send six ships of the line into the harbour; but before that period M. de

* One hundred boats were lost. Four officers, five non-commission officers, and forty-one rank and file were killed on shore. Five officers, three non-commission officers, and two-one rank and file wounded.

Ships.	Guns.
† L'Apollon - - - -	64
La Fidle - - - -	64
Le Brave - - - -	74
Le Chevre - - - -	16

‡ The late Lord Sir John Laforey. Captain Balfour died a few months after his promotion. The late admirals Sir Richard Affleck and Sir Richard Bickerton.

Dunkirk

[illegible] to capitulate, and the same evening the [illegible] agreed.* A.D. 1758

[illegible] Admiral Pocock [illegible] Charles Hotham [illegible] to St. Lawrence. [illegible] Admiral W[illegible] Rear-Admiral Durell [illegible] a position, that he might be able to [illegible] St. Lawrence early in the spring, [illegible] Quebec, and assist the army [illegible] On the [illegible] October, [illegible] Admiral [illegible] from Quebec [illegible] M. [illegible] Admiral [illegible] and [illegible] Cape Breton [illegible] On the 1st of November, Admiral [illegible] arrived at Spithead, and [illegible] received the thanks of parliament.

THE WEST INDIES.

[illegible]

A.D. 1758 the line, and two large frigates,* dispatched Captain Tyrell, in the Buckingham, to endeavour to intercept them. On the 3d of November he was joined by the Weazle sloop; whilst Captain Boyles, her commander, was on board the Buckingham receiving his orders, nineteen sail were discovered, to which chace was immediately given. Captain Tyrell soon perceived it to be the fleet he was looking out for, and prepared for action, directing Captain Boyles to superintend the lower deck. At half past two in the afternoon, the Weazle received a broadside from one of the frigates; on which Captain Tyrell ordered her to keep under his stern out of reach of their shot. The frigates annoyed the Buckingham by a raking fire as she bore down on the Florissant; but when Captain Tyrell arrived near enough, he gave the ship a yaw, and discharged his whole broadside into the frigates, which did them so much damage, that they remained out of shot the whole action. Soon after he got alongside of the Florissant, and brought her to a close engagement. The Buckingham's rigging being much cut, the enemy attempted to get off; but Captain Tyrell was soon able to make sail, and once more got alongside of her; the battle was now renewed with double fury. Captain Tyrell being wounded in the hand and face, was under the necessity of quitting the deck, entrusting the command to Mr. Marshall, the first lieutenant, who was soon killed; the charge then devolved on the second lieutenant, who fought the ship with great bravery, till Captain Tyrell was able to resume the command. The action continued till it was almost dark, when the enemy struck; but an unlucky shot having, the last broadside, cut the Buckingham's tiller rope, she flew up in the wind; and the running rigging being cut to pieces, rendered the ship ungovernable. The enemy availed himself of the confusion into which this had thrown the Buckingham, made sail, and with the assistance of the frigates, got off. The Buckingham had seven men killed, and forty-six wounded. The loss of the enemy could not be ascertained; but it was supposed to have amounted to 200 in killed and wounded.

On a former cruize, Captain Tyrell demolished a bat-

Ships.		*Guns.*		*Men.*
* Florissant,	-	74	-	700
L'Aurore,	-	38	-	350
L'Atalante,	-	28	-	250

tery,

ers, and ſome privateers which had taken ſhelter under it, at Grand Anſe, on the iſland of Martinico: his crew being [illegible] with their [illegible], [illegible] ſolicited their commander for leave to land and plunder it. The anſwer which Captain Tyrrell made to their requeſt, reflects on him the higheſt honour, viz. "Gentlemen, it is beneath "us to render a number of poor people miſerable, by de-"ſtroying their habitations and little conveniences of life; "brave Engliſhmen ſcorn to diſtreſs even their enemies, "when not in arms againſt them." This humane ſentiment of their gallant commander, proved highly ſatiſfactory to the tars.

JAMAICA.

The vigilance and activity of the cruizers on this ſtation, which were commanded by Vice-Admiral Cotes,* cleared the ſeas of the enemy's cruizers, and almoſt annihilated their trade; at the ſame time affording the greateſt protection to our own.

On the 15th of January, a ſmart action was fought off cape Tiburon, by two ſmall privateers. The Thurlow, of 14 guns, and 8[illegible] men, and the Deux Amis, of 10 guns, and 98 men. After they had exchanged a few broadſides, the Frenchman endeavoured to get off, upon which the Thurlow made ſail, and again got alongſide of her; the enemy then [illegible] boarded the Thurlow, and in this ſituation maintained a deſperate and bloody action for three hours; when her whole crew [illegible] except ten men, being either killed or wounded, ſhe ſtruck. The Thurlowe had [illegible] killed, and [illegible] wounded.

A [illegible] number of Dutch ſhips were taken by the cruizers, [illegible] enemy's property, all of which were [illegible].

[illegible] CA.

Mr. Thom[illegible]

A.D. 1758 ments on that coaſt. A ſquadron was accordingly equipped, conſiſting of one ſhip of the line, one of 50 guns, one ſmall frigate, a ſloop, and two buſſes.* The land forces embarked on board the ſquadron conſiſted of 200 marines, under the command of Major Maſon, and a detachment of artillery commanded by Captain Walker; with ten pieces of cannon, eight mortars, and a conſiderable quantity of warlike ſtores and ammunition. This armament ſailed from Plymouth on the 9th of March, and was entruſted to the command of Captain Henry Marſh, accompanied by Mr. Cumming, the projector. After ſtopping at Teneriffe for a ſupply of wine and refreſhments, it arrived off the bar of Senegal river on the 23d of April. The commodore inſtantly ordered the ſmall veſſels over the bar, with the troops, artillery, and ſtores, which, with 280 ſeamen from the ſquadron, were landed, and proceeded to the attack of Fort St. Louis. On the 30th the French governor, after making a faint reſiſtance, ſent out a flag of truce with propoſals to capitulate; theſe were agreed to, and finally concluded. On the next day the Britiſh were put in poſſeſſion of the fort and ſettlement. Ninety-two pieces of cannon, with a quantity of ammunition, ſtores, and merchandize, were found in it. Sixteen veſſels laden with valuable cargoes, were taken in the river. The whole loſs the French ſuſtained by the reduction of this place, amounted to 200 000l.

Commodore Marſh having ſent to Europe the French garriſon, and left Major Maſon with a ſufficient number of men for the protection of the ſettlement, ſailed on the 17th of May, to attack the iſland of Goree. On the 24th the ſquadron anchored before the place, and began to cannonade it, which was continued for ſome hours; at length the commodore finding that he could make no impreſſion on the enemy's works, and that the force he had was by no means equal to reduce it, with his ſhips much damaged, twenty men killed, and forty wounded, he retired out of gun ſhot, and made no farther attempts on the coaſt. Commodore Marſh ſent the Naſſau, Swan ſloop, and Portſmouth buſs to England with the trade, and proceeded himſelf to Jamaica with the reſt of the ſquadron.

Goree being the only ſettlement which the French poſ-

* Appendix, Chap. II. No. 64.

ſeſſed

A.D. 1758

determined to
expedition
was embarked on
[illegible] leaders
by some
[illegible] under
[illegible] Wolfe, appointed

[illegible] usual depar-
[illegible] without any
[illegible], while the weather
[illegible] the next morning at
[illegible] themselves
[illegible] at this time
[illegible] were in immi-
[illegible] thereby,
[illegible] Captain
[illegible] to fortunate—

[illegible] in Gore
[illegible] was com-
[illegible] attack, which
[illegible] ships
[illegible] batteries, with
[illegible] to
[illegible] M. de St.
[illegible] order
[illegible] the
[illegible] fol-
[illegible]

A.D. 1758

EAST INDIES.

On the 24th of March, Commodore Stevens joined Vice-Admiral Pocock in Madras road, with a reinforcement of ſhips from England.* On the 17th of April the Vice-Admiral put to ſea, and cruized to windward of fort St. David, in order to intercept D'Aché, who was expected on the coaſt with a ſtrong ſquadron. Early in the morning on the 28th, the Triton and Bridgewater, which were at anchor in St. David's road, were ſurprized and ſurrounded by the French ſquadron; their commanders, Townly and Smith, finding every attempt to eſcape ineffectual, ran their ſhips aſhore; and after ſetting them on fire, retired with their crews into the fort. The next morning Admiral Pocock got ſight of the enemy at anchor in the road; who, on the appearance of the Britiſh ſquadron, weighed and ſtood to ſea. The admiral made the ſignal for a general chace; but ſoon after obſerving that the enemy had formed their line, and ſhewed a diſpoſition to give him battle; he recalled his ſhips, and drew them into the line of battle a-head. The captains of the Cumberland, Newcaſtle, and Weymouth, either miſtaking the admiral's ſignals, or from neglect to obey them ſo promptly as they ought, prevented him from bringing the enemy to a cloſe engagement before four o'clock in the afternoon. It was maintained with great reſolution until near dark, when M. D'Aché (although joined by the Count de Provence, and a frigate from Pondicherry) found his ſhips were ſo much ſhattered and diſabled, that he hauled his wind and made off. At night the French admiral anchored off Alamparva, where the Bien Aimé parted her cable, drove aſhore, and was totally loſt. The Britiſh ſhips were ſo much crippled in their maſts and rigging, that it was impoſſible for them to attempt a purſuit with any proſpect of ſucceſs; the admiral therefore endeavoured to get to windward of the enemy, and continued working up to them till the morning of the 1ſt of May, when finding that he had loſt ground, he came to anchor in Sadras road. The loſs ſuſtained in this action amounted to 29 killed, and 89 wounded. That of the enemy 162 killed, and 360 wounded.

* Appendix, Chap. II. No. 96.

In

In a few days after [illegible] Admiral Pocock had re- A.D. 1758
[illegible] his ships, and was in a condition to go in quest of
[illegible] at anchor in the
road of P[illegible] the French Squadron
M. D'Aché [illegible] with the cap-
tains, [illegible]
of the [illegible]
[illegible]
[illegible]
[illegible] M. D'A[illegible]
squadron [illegible] the
French [illegible]
[illegible]
given [illegible] the
time, [illegible] re-
turned [illegible]

[illegible] week
[illegible] June
[illegible] British
[illegible]
[illegible] of
thunder [illegible] the
[illegible] ordered
[illegible] to try the captains [illegible] to
[illegible] was
[illegible] from
[illegible] Captain [illegible] to
[illegible]

[illegible]

A.D. 1758 down on the enemy, who had ſcarcely time to form in any order, before they were brought to a cloſe engagement, which was ſupported with great obſtinacy for about an hour and a half, when the French were thrown into diſorder and began to give way. M. D'Aché, ſeeing the diſperſed and miſerable ſtate of his ſquadron, ſet what ſail he could and bore away, the reſt ſoon followed their admiral's example; at the ſame time cutting away their boats, which were towing aſtern, to facilitate their flight. Admiral Pocock purſued the enemy till three o'clock, when their ſuperior ſailing had carried them out of the reach of ſhot; he, however, continued the chace until eight in the evening. The Admiral then finding it impoſſible to overtake them, came to anchor off Carical.

This conflict was conſiderably ſhorter, but much more ſevere than the preceding. Our loſs amounted to 31 men killed, and 150 wounded; amongſt the laſt were Admiral Pocock, Commodore Stevens, and Captain Martin. The enemy had 250 killed, and 600 wounded. M. D'Aché and his captain were among the latter.

The French Admiral returned to Pondicherry, and having repaired his ſhattered ſhips, ſailed on the 3d of September for Mauritius.

Admiral Pocock remained at Madras and on the coaſt, until the ſeaſon made it neceſſary for him to proceed to Bombay.

Captures made in the courſe of this year.

Taken from the French - -	153	Veſſels
Ditto neutral, having on board French property	176	
Total - - - -	329	
Britiſh taken by the French - -	313	
Balance in favour of Britain -	16	

Among the French were forty-nine ſtout privateers and armed merchantmen.

OCCURRENCES AT HOME.

1759 The Parliament voted for the ſea ſervice of the current year 60,000 men, including 14,845 marines. To defray the expences of the navy the following ſums were voted, viz.

For

	£	s.	d.	A.D.
For the pay of marines, including the [illegible]	812[illegible]	[illegible]	[illegible]	1759
For superannuations, [illegible]	23[illegible]451	9	8	
For [illegible]	[illegible]	0	0	
For [illegible]	1[illegible]	0	0	
For [illegible] lands [illegible] Bathan, [illegible], &c.	[illegible]4	18	10	
For [illegible]	17[illegible]	0	0	
For [illegible] the support of Greenwich [illegible]	1[illegible]	0	0	
Total [illegible]	[illegible]15,45[illegible]	8	6	

[illegible] the [illegible] of the present year [illegible] 5[illegible].

[illegible] following promotion of flag officers [illegible]:

[illegible] Townsend, [illegible] H. [illegible], Esq. [illegible] Cornish, Esq.	Vice-Admirals of the Red.
[illegible] Esq. [illegible]	Vice-Admirals of the White.
[illegible]	Vice-admirals of the Blue.
[illegible] Esq. [illegible]	Rear-Admirals of the Red.
[illegible]	Rear-Admirals of the White.
[illegible]	Rear-Admirals of the Blue.
[illegible]	[illegible] Admirals of the Blue.
[illegible]	[illegible] Admiral [illegible]

A. D. 1759 tended against Quebec.* On the 21st of the same month, about seven o'clock in the morning, the Vestal, of 28 guns, and 220 men, commanded by Captain Samuel Hood†, being the look-out ship from the squadron, gave chace to a strange sail, which he soon afterwards discovered to be an enemy, and made it known to the admiral by signal, who immediately ordered the Trent, Captain John Lindsay, to chace in the same quarter to assist the Vestal. About two in the afternoon Captain Hood came up with and brought the enemy's ship to close action, which was maintained with great spirit and gallantry for four hours, when all her masts being shot away, 40 men killed, and a great number wounded, she struck, and proved to be La Bellone French frigate, of 32 guns, and 220 men, commanded by the Comte de Beauharnois, on her passage to France from Martinico with dispatches. The Vestal had five men killed, and 20 wounded, her topmasts fell over the side soon after the engagement, and it was with much difficulty the lower masts were saved. La Bellone was taken into the service and named the Repulse.

On the 19th of March the Isis, of 50 guns, Captain Wheeler, and the Æolus, of 32 guns, Captain Elliot, being on a cruize off the isle of Dieu, gave chace to a fleet of coasters, which were escorted by four French frigates, three of them drew out from their convoy, as if resolved to protect it; but on the approach of our ships they crouded all the sail they could set, the two largest escaped; the third, after a short action with the Æolus, struck. She proved to be La Mignon, of 20 guns, and

Ships.	*Guns.*	*Commanders.*
Northumberland	74	Charles Holmes Rear-Admiral of the white Captain Lord Colvill
Terrible	74	——— Richard Collin
Intrepid	74	———
Trident	64	——— John Legge
Medway	60	——— Charles Proby
Adventure	40	———
Diana	32	——— A. Schomberg
Mermaid	28	———
Trent	28	——— J. Lindsay
Vestal	28	——— S. Hood
Esk	28	——— J. Elphinstone
B[illegible]	28	——— B. Wallingham
C[illegible]	28	———

† The present Vice-Admiral Hood.

143 men,

[illegible]; nova, commanded by Jean Chevalier de Turlaine [illegible] A.D. [illegible] with [illegible] were killed, the second captain 1759
[illegible] was wounded. The consorts were Le Sauvage and La [illegible]

[illegible]

A.D. 1759 who received a pound ball in his ſhoulder, which rendered him incapable of further ſervice. His majeſty was graciouſly pleaſed to ſettle a penſion on him of 300l. per annum during his life. The Melampe had eight men killed, and 20 wounded. The Danae was added to the navy by the ſame name.

On the 4th of April the honourable Captain Samuel Barrington, in the Achilles of 60 guns, being on a cruize, about 60 leagues to the weſtward of cape Finiſterre, fell in with, and after a ſharp conteſt of two hours, took the Comte de St. Florentine, French private ſhip of war, mounting 60 guns, and manned with 483 men, commanded by the Sieur de Montay, who was ſo dangerouſly wounded, that he died two days after the action. She had 116 men killed and wounded, all her masts ſhot away, beſides being otherwiſe conſiderably damaged. The Achilles had two men killed, and 23 wounded, her rigging, ſails, &c. were cut to pieces. This ſhip was a valuable prize; ſhe was from St. Domingo, bound to Rochfort, her cargo conſiſted of gold duſt, elephants teeth, and other rich merchandize. Being a new ſhip and fit for the ſervice, ſhe was purchaſed by government, and added to the navy by the ſame name.

On the 18th of May, the Chatham, Venus, and Thames, commanded by the Captains Lockhart, Harriſon, and Colby, being on a cruize off the coaſt of France, gave chace to a French frigate, which they diſcovered working into Hodierne bay, with a freſh gale, the enemy carrying a preſs ſail, her topmaſt fell over the ſide, by which accident the Thames ſoon got alongſide of her; the Frenchman made a gallant defence, till the Venus came up and raked her, when ſhe ſtruck, and proved to be the Arethuſe, of 32 guns, and 270 men, commanded by the Marquis de Vandreuil. The enemy had 60 men killed and wounded. The Thames, four men killed and eleven wounded. The Venus had five men wounded. The Arethuſe was added to the navy.

Early in the ſpring five ſail of the line were diſpatched to reinforce Vice-Admiral Broderick in the Mediterranean; and on the 14th of April Admiral Boſcawen having been appointed commander in chief on that ſtation, followed with three more ſail and ſome frigates.

Early in the month of June Admiral Sir Edward Hawke ſailed

[illegible] from Spithead with a powerful fleet to cruise off Brest and in the soundings.[7] When he arrived on his station, he detached three small squadrons to favour the enemy's craft; one of them was employed under the command of Captain Reynolds, who was afterwards succeeded by Captain Duff, in blockading a convoy of transports in the Morbihan; another, under the command of the honourable Captain Keppel, in Bertheaume road, and on the Isle of Aix; and the third under the honourable Captain Hervey, to watch the motions of the French under Admiral Duff, which was the most effectually performed by attending with his small squadron close to the harbour's mouth; Captain Hervey frequently intimidated their fleet by sending out a Captain's boat, and detaining neutral vessels which were bound to Brest with naval stores. Towards the end of September the Monmouth became so foul and leaky, that Captain Hervey was obliged frequently to return and refit at Portsmouth. Notwithstanding the weather was very boisterous, Sir Edward Hawke continued in the Bay of Biscay, until the 6th of November, when a violent gale of wind forced him from his station, and he was obliged to take shelter in Torbay. This proved a fortunate circumstance for M. de Bompart, who, in the absence of the Brest fleet, got safe into port with his squadron from the West-Indies. M. de Conflans being now convinced that the coast was clear, on the 14th of November put to sea; and on the same day the Brest fleet joined him in Quiberon. On the 15th Captain M'Cartney, in the Dromedary, joined the fleet, and informed the Admiral that he had seen the French fleet about 24 leagues to the N.W. of Belleisle, bearing to the S. E. Sir Edward Hawke immediately thought his course for Quiberon bay, for the wind blew very hard from the eastward, and the fleet could not weather Cape Finisterre in the wind that blew at this time. Admiral M'Cartney, Commodore Duff, and Captain M'Cartney, remained with the fleet. The most intrepid, and [illegible] that ever lived, delivering himself up to [illegible] which were at this time in pursuit of the [illegible] the command of Commodore Duff, who [illegible] Quiberon bay, to [illegible]

A.D. 1759

[7] [illegible]

[illegible]

A.D. 1759 up the transports in the Morbihan.* The moment the French admiral perceived the British fleet, he recalled his ships that were in chace, and formed in order of battle. Sir Edward Hawke first drew his fleet into the line abreast, but soon after he ordered the seven nearest ships to the enemy to chace, draw into the line of battle a-head, and attack their rear, until the whole fleet could get up, and by this means endeavour to force the enemy to a general engagement. On the approach of our ships, the French admiral crowded sail, and pushed in for the land, which was not more than four or five leagues distant; in hopes, by this manœuvre, he should entangle them amongst the rocks and shoals: here he was disappointed, for at about half past two, the van ships were close up with the enemy's rear, and opened a heavy fire on them; in a few minutes after the engagement became general. The Formidable having been closely engaged by the Resolution, and also sustained the fire of every ship that passed, was obliged to strike. M. de Verger, the French rear-admiral, and about 200 of his men were killed. Lord Howe, in the Magnanime, attacked the Thesée; but the Montague running foul of the former, so much disabled her, that she fell astern. Captain Keppel, in the Torbay, then attacked the Thesée. Soon after the action began, a sudden and heavy squall came on; the lower deck ports of the latter ship not being shut down, she filled, and instantly sunk. The Superbe shared a similar fate alongside of the Royal George. When Lord Howe got clear of the Montague, he bore down and attacked the Hero so furiously, that he soon compelled her to strike; but the weather was too boisterous to take possession of her; in the night she drove ashore, and was lost. As it grew dark, the enemy separated; part of their fleet stood to the southward, and the rest to the mouth of the river Villaine. The wind at this time blowing with great violence from the N. W. and no pilots in the fleet sufficiently qualified to take charge of the ships, the admiral gave over the pursuit, and anchored the fleet off the island Dumet. The weather continued very tempestuous the whole night; frequent signals of distress were made, without being able to distinguish whence they proceeded from [illegible]. In the morning at day-light, the

* [illegible] Vol. II. No 100.

Resolution

A.D. 1759

[illegible] Rear-Admiral French Hoste, were observed to be ashore, [illegible] the Four Bars. The French admi[illegible] the Rear-Admiral [illegible] and [illegible] of the [illegible], who [illegible] than [illegible] ship [illegible] aground at Crozon. The Tilex was ordered to pursue [illegible] when the [illegible] the Four Bars, and was lost; her crew, [illegible] Rear-Admiral's, were saved. On the 23d, Sir Edward Hawke [illegible] de Pontchartrain, and Vengeance, [illegible] the Soleil Royal [illegible] Hoste; the first, on the approach of our ships, was set on fire by her crew; and the Vengeance [illegible] the same fate from our people. The Tilex, [illegible], was wrecked on the mouth of the [illegible] ship's boats threw over board [illegible] the river Vilaine, the [illegible] only arrived at Rochfort.

[illegible] the French lost six ca[illegible] ships were never afterwards, but [illegible] made on board the [illegible] The British [illegible] wounded. Lieutenant [illegible] and [illegible] Dunbar, among the latter.

[illegible] under the [illegible] Rear-Admiral [illegible] and [illegible]

[illegible] Admiral [illegible] and [illegible] chan-

A. D. 1759 nel, on his return from North America, and hearing that the French fleet was at ſea, and that Sir Edward Hawke was in purſuit of it, inſtantly ſhaped his courſe for Quiberon bay; judging, that even the ſmall force he had with him might be of ſervice:* but, ſoon after being informed of M. de Conflans' defeat, he ſteered for England.

The fleet, during its long cruizes, was conſtantly ſupplied with freſh proviſions, vegetables, and porter. After the defeat of M. de Conflans, the weather became ſo extremely tempeſtuous, that the uſual ſupplies could not be ſent out; and it was neceſſary that the men ſhould be put to ſhort allowance; in conſequence of which the following witty impromptu was written:

Ere Hawke did bang
Monſieur Conflans,
  You ſent us beef and beer;
Now Monſieur's beat,
We've nought to eat,
  Since you have nought to fear.

On Sir Edward Hawke's return to England, he received the thanks of parliament, and had a penſion on the Iriſh eſtabliſhment of 2000l. a year ſettled on him for his life, the ſe of his ſons, and the ſurvivor of them.

On the 2d of July, Rear-Admiral Rodney ſailed from St. Helens with a ſtrong ſquadron,† for the purpoſe of bombarding Havre de Grace, where the French had conſtructed a great number of large flat bottomed boats, intended for the invaſion of this country. The next morning the ſquadron anchored in the road; and the ſame evening the bomb-ketches being properly placed, began to throw ſhells into the town and baſon. The bombardment continued for fifty-two hours with great effect; the town was ſet on fire in ſeveral places; moſt of the flat boats, together with the magazines filled with naval and military ſtores, were deſtroyed. After having performed this ſervice, Admiral Rodney ſent the bomb-ketches to England, and continued

Ships.		Guns.	Commanders.
Somerſet,	-	64	Vice-Admiral [illegible], Captain [illegible].
[illegible],	-	70	——— Robert Swanton.
Devonſhire,	-	66	——— W. Gordon.

† Appendix, Chap. II. No. 103.

with

with [illegible] of the French coast, greatly to the annoyance of the [illegible]. A.D. 1759

A squadron was [illegible], under the [illegible] port of [illegible] was [illegible] squadron of [illegible] masting [illegible]. On [illegible] of [illegible] from the [illegible], and [illegible] to [illegible]. He was [illegible] to the Danish [illegible] the port of [illegible], before Commodore Boys could [illegible].

[illegible] the command of Sir Piercy [illegible] Brown, and occasionally [illegible] part of the coast.

[illegible] were sent to Admiral Ba- [illegible], and the Rear-Admiral's [illegible] they had rendered [illegible] and was actually pleased to [illegible] of his marine forces, [illegible] Vice-Admiral Saunders, [illegible] with a [illegible] of 12 [illegible] a [illegible] of the above

[illegible] Portsmouth.
[illegible], Portsmouth.
[illegible] admirals with a fleet of [illegible]

[illegible] CAMPAIGN.

[illegible] reinforcement [illegible] Frigates, [illegible] Cape, which were [illegible] without warning. He sent

A.D. 1759 fleet. On the 16th of May, Admiral Boſcawen joined Vice-Admiral Brodrick off cape Sicie, and took on him the command of the fleet.* On the 8th of June, the Conqueror, Culloden, and Jerſey, received conſiderable damage, and loſt many men by the fire from ſome heavy batteries of the enemy, in attempting to deſtroy two French frigates, which had taken ſhelter under them in a ſmall bay near Toulon. The admiral kept his ſtation until the beginning of July, when the ſhips in general became in great want of water and repairs, he was therefore neceſſitated to quit it, and to ſteer for Salo bay; where having completed his water, he proceeded with the fleet to Gibraltar, and anchored in the bay on the 4th of Auguſt. Admiral Boſcawen concluding that M. de la Clue would avail himſelf of the abſence of the Britiſh fleet to ſlip out of Toulon, left the Lyme to cruize off Malaga, and the Gibraltar between Eſtapona and Ceuta point, to give him the earlieſt notice of their approach.

On the 17th of Auguſt, the Gibraltar diſcovered the French fleet, conſiſting of fifteen ſail of ſhips of war cloſe in with the coaſt of Barbary.† Captain M'Cleverty immediately ſtood over for Gibraltar bay; and at ſeven in the evening made known to the admiral the enemy's approach. At this time the fleet was by no means in a ſituation to proceed to ſea, moſt of the ſhips being in a ſtate of fitting, with their top maſts ſtruck, and ſails unbent; however, ſo great were the exertions of the officers and crews, that by ten at night the whole fleet were at ſea, and clear of the bay. At ſeven o'clock the next morning, Admiral Boſcawen got ſight of ſeven of the enemy's ſhips to the weſtward, and made the ſignal for a general chace. M. de la Clue at firſt miſtook the Britiſh fleet for a part of his own which had ſeparated from him in the night, and made the private ſignal, but not being properly anſwered, he diſcovered his error, and crouded ſail to get off. The wind blowing a fine breeze to the eaſtward, brought our ſhips faſt up with the enemy; and at half paſt two in the afternoon, the headmoſt ſhips commenced a cloſe action; ſoon after the engagement became general; Admiral Boſcawen, in the Namur, warmly attacked the French admiral in the

* Appendix, Chap. II. No. 126.
† Appendix, Chap. II. No. 127.

Ocean;

A.D. 1756

[illegible]

A. D. 1759 Newark and Culloden to cut away their maſts, and run into Cadiz; the admiral's ſhip the Prince, was ſo much damaged, that he was under the neceſſity of ſhifting his flag into the Conqueror, and to ſend the Prince to Gibraltar to refit. The admiral's force was now ſo much reduced, that it was conſiderably inferior to that of the enemy; notwithſtanding which they continued to lye ſnug in port until another violent ſtorm forced Vice-Admiral Brodrick to bear away for Gibraltar; the French ſhips took this occaſion to venture out, and got ſafe to Toulon.

On the 15th of April, Captain Timothy Edwards, in the Favorite ſloop of 14 guns and 110 men, being on a cruize, fell in with, and after an obſtinate engagement which laſted two hours and a half, took the Valeur of 24 guns, nine and twelve pounders, and 110 men, thirteen of whom were killed, and nine wounded. She was from St. Domingo with a very valuable cargo; and being a fine ſhip, was purchaſed into the ſervice by Admiral Boſcawen, who was ſo ſenſible of Captain Edwards's merit, that he appointed him to command her as a poſt ſhip.

In the ſame month the Tartar's prize, commanded by Captain Baillie, took, after a ſevere action, a large French ſhip of 36 guns, off the iſland of Sardinia. Soon after, as Captain Baillie was convoying ſome merchantmen to Gibraltar, the Tartar's prize ſprang ſo dangerous a leak, that ſhe ſunk; the crew were ſaved.

NORTH AMERICA.

Rear-Admiral Durell, who had wintered in the harbour of Halifax, put to ſea as ſoon as the ſeaſon would permit, and proceeded with his ſquadron to the river St. Lawrence, in order to intercept any ſupplies which the French might ſend out for the garriſon at Quebec. On his arrival off the iſland of Coudic, the inhabitants miſtaking it for their own fleet, ſent off the beſt pilots, who were detained by the rear-admiral, and proved of great uſe in conducting our ſhips afterwards up the river.

On the 23d of June, Vice-Admiral Saunders joined Rear-Admiral Durell, and took on him the command of the fleet;* on his paſſage he touched at Louiſbourg, where a

* Appendix, Chap. II. No. 126.

large

large body of troops was embarked, under the command of Major-General Wolfe, destined for the siege of Quebec. D. A. 1759.
Our large frigates now united, Vice-Admiral Saunders hoisted his flag on the Sutherland, and proceeded up the river with the ships of war, with the water, and the transports, in order to improve the operations of the siege. Rear-Admiral Durell was left with the large ships of war off the island of Orleans, to cover the army's attempts in that quarter; and Rear-Admiral Holmes was detached with a small squadron above the town, to annoy the enemy on that side, and to co-operate with the army whenever it may be thought necessary. The enemy made repeated attempts to destroy our ships, by floating fire rafts down the river, all of which proved ineffectual; the boats of the fleet kept so vigilant a look out, that they were resolutely grappled, and towed ashore without doing any mischief.

The siege was carried on with the most determined bravery on both sides; when, after many severe and bloody conflicts between the armies, the governor of Quebec, M. de Ramsay, sent out a flag with offers to surrender the town. The terms of capitulation being agreed to and signed, the British army took possession of the upper town, and a detachment of marines under the command of Captain Palliser, the lower.

The loss sustained by the British during the siege, from the [illegible] of June, to the [illegible] of September, on which [illegible] was fought on the plains of Abraham, and [illegible] of Quebec, amounted to 277 [illegible], [illegible] and [illegible] Officers. Among the slain was the [illegible] Major-General Wolfe, [illegible] Lieutenant-Colonel [illegible]. The loss [illegible] on the side of Marquis de Montcalm, was [illegible].

The [illegible] of the [illegible] amounted to [illegible] men, [illegible] of the [illegible], and [illegible].

[illegible] Commodore James D[illegible] Lieutenant-General [illegible], Lieutenant-Colonel Hale, [illegible] of this important conquest.

[illegible]

A.D. 1759 They were moſt graciouſly received by his majeſty, who ordered each of them to be preſented with 500l. to purchaſe a ſword; Captain Douglas was knighted; and Colonel Hale given a regiment of dragoons.

Before the ſeaſon ſhould be too far advanced, Vice-Admiral Saunders diſpatched the large ſhips to England, under the command of the Rear-Admirals Holmes and Durell; and on the 18th of October, he followed himſelf in the Somerſet, with the Devonſhire and Vanguard; leaving Lord Colvill to command the fleet in America.

No ſooner had the Britiſh fleet ſailed from the river St. Lawrence, than two French frigates, and ſix armed merchantmen,* which had been lying at ſome diſtance up the river, dropped down, and attempted, under the cover of a dark night, aſſiſted by a favourable gale, and a ſtrong ebb tide, to paſs the batteries undiſcovered. Three of the merchantmen were driven aſhore and deſtroyed; but the reſt eſcaped.

While the army under General Wolfe was employed before Quebec, General Amherſt, the commander in chief, was not leſs active in the interior parts of Canada. The French were driven from all their ſtrong poſts on the lakes Ontario, Champlain, and George: a few armed veſſels which were conſtructed under the directions of Captain Loring, of the navy, took or deſtroyed all thoſe of the enemy, which gave the Britiſh the entire command of Canada, the navigation of the lakes, navigable rivers, and opened a communication with the river St. Lawrence.

LEEWARD ISLANDS.

Early in January, Commodore Moore, who commanded the fleet† on this ſtation, was joined by a ſtrong reinforce-

Ships.	*Guns.*	
* L'Atalante, -	36	frigates, eſcaped.
La Pomone, -	32	
Le Machault,	24	merchantmen, eſcaped.
Le Bienfaiſant, -	24	
La Sereine, -	24	
Le Soleil Royal, -	24	ditto, drove aſhore and deſtroyed.
Le Le[illegible] Navy, -	24	
La Chezine, -	22	ditto, eſcaped, [illegible] taken by the Rippon in the [illegible].

† Appendix, Chap. II. No. [illegible].

ment of ships from England, under Captain Robert Hughes, who also brought out with him a large body of troops under the command of Major General Hopson. On the 13th of the same month the fleet and army sailed from Carlisle bay, Barbadoes, and after having made several unsuccessful attacks on the island of Martinico, they proceeded to Guadaloupe, which, after a most brave and gallant resistance of above three months, capitulated on the 1st of May. The islands of Marigalante, the Saints, Deseada, and Petite-Terre, soon followed its example. During the attack of Guadaloupe (on the 11th of March) the commodore learnt that M. de Bompart had sailed from France with a strong squadron to the relief of their colonies*. On the receipt of this news the commodore immediately sailed for Prince Rupert's bay, in order to collect his cruizing ships, and to be the more ready to intercept the enemy: leaving at Guadaloupe a sufficient force to co-operate with Brigadier-General Barrington† for the reduction of that place. On the same day the island capitulated, M. de Bompart appeared off it; but as soon as he was informed of its situation, he made the best of his way to Martinico, and reached Fort Royal bay before Commodore Moore could overtake him. Some time after the French squadron sailed to St. Domingo; upon which Commodore Moore having no longer any naval force to oppose, thought his presence to be Brigadier-General Barrington, and sailed to join the Brigadier-General with the convoy.

A.D. 1759

On the 13th of August Captain Collingwood, in the Crescent, being on a cruize off St. Christophers, fell in with a French convoy escorted by two frigates; he commenced an attack on the convoy; but the largest of the frigates having greatly damaged the Crescent in hauling, she must have taken, or sunk, the other was not to be tolerated. Captain Collingwood not alongside of her, and after a [illegible] to strike. [illegible] proved to be the Beh[illegible] company was the Ancre[illegible] of 32 guns.

* [illegible]

† [illegible] Feb[illegible] when [illegible] Grenadiers [illegible]

A.D. 1759

JAMAICA.

The naval force* on this ſtation, under Vice-Admiral Cotes, was chiefly employed in cruizing for the protection of our own trade, and for the annoyance of that of the enemy, on which ſervice ſome of his cruizers were very ſucceſsful, picking up ſome valuable prizes. The Dreadnought, and Seaford, with the Wager, Peregrine, and Port Antonio ſloops of war, fell in with and captured two French frigates, the Hermione of 26 guns, and the Hardi of 20 guns.

EAST INDIES.

On the 7th of April Vice-Admiral Pocock ſailed from Bombay in queſt of the French fleet; he continued to cruize with great perſeverance till the 2d of September, when he got ſight of them off the iſland of Ceylon†. Notwithſtanding the ſuperiority of the enemy in numbers and force, the Admiral inſtantly gave chace; but a continuance of contrary winds, attended with heavy ſqualls and thick weather, prevented his being able to force them to battle until the morning of the 10th, off Fort St. David. Having at this time obtained the weather gage; Admiral Pocock formed his line and bore down on the enemy; whoſe Admiral (M. D'Aché) finding there was no poſſibility of avoiding an action, brought to, to receive the Britiſh fleet. At eleven o'clock Rear Admiral Stevens, who led, began the engagement, which ſoon after became general, and was maintained with great bravery on both ſides until four in the afternoon, when ſome of the French ſhips began to give way. M. D'Aché having received a wound, which rendered him inſenſible, and his captain being killed, the officer next in command on board the Zodiac wore the ſhip to join thoſe which had run to leeward; the reſt miſtaking it for flight, bore away with all the ſail they could croud. Admiral Pocock purſued the enemy till dark, at which time he ordered the Revenge to keep ſight of them, and brought to, to repair the damages his ſhips had received in the action.

The loſs ſuſtained by the Britiſh fleet in this battle amounted to 118 killed, and 451 wounded, 68 of whom

* Appendix, Chap. II. No. 117.
† Appendix, Chap. II. No. 112.

died.

dead. Amongst the killed were Captain Mitchel, of the Newcastle, Captain Gore, and Lieutenant Radliffe, of the Marines. Lieutenant Elliott, of the Tiger, and the master of the Yarmouth. Captain [illegible] of the Tiger, and Captain Somerset, of the Cumberland, were wounded. M.D. 1759

The enemy's loss was stated to be [illegible] killed and wounded. Amongst their officers were M. G[illegible], captain of the Zodiaque, and M. Surville, captain of the Centaur. M. D'Ache was severely wounded.

As soon as Admiral Pocock had again put his fleet in a condition to attack the enemy, he proceeded off Pondicherry; where, on the 27th of September, he discovered their fleet at anchor. Immediately on the appearance of the British fleet, M. D'Ache [illegible] weigh, and with a [illegible] to the [illegible], the [illegible] the French admiral [illegible] to avoid a [illegible] the Mauritius.

[illegible] Pocock [illegible] other [illegible] close [illegible] the coast; [illegible] the [illegible] the [illegible], and the next day anchored in Madras Road.

On the 28th of October, the Admiral, on his passage to Bombay, was joined by Rear Admiral Cornish, with a reinforcement of ships from Bombay; and on the 15th of December, he [illegible] with [illegible] of the coast of Coromandel.

On the 1st of [illegible] a [illegible] of troops to [illegible] Company's [illegible] Gambaroon, and the [illegible] Grafton [illegible]. On board of the [illegible] was Mr. D[illegible], a Brigadier [illegible] Madras, and was on his [illegible] to [illegible] Pondicherry [illegible] the [illegible] was [illegible] the [illegible] of the [illegible] and [illegible] company [illegible] and [illegible].

[illegible] at Bengal, [illegible] three cap-

[illegible]

[illegible] M. D[illegible]

[illegible]

A.D. 1759 tains of Eaſt-Indiamen*. The Dutch governor of Batavia having ſent ſeven large armed ſhipsſ, with a great number of troops, as he repreſented, to reinforce the garriſon at Chinſura, the Dutch commodore ſoon after entering the river, thought proper to detain ſeveral Engliſh veſſels which were going down, among the number was the Calcutta Eaſt Indiaman. Captain Wilſon, her commander, inſtantly repreſented to Colonel Clive the conduct of the Dutch; upon which he ordered the commanders of the Duke of Dorſet and the Hardwicke, the only remaining company's ſhips in the river, to proceed down with all expedition, and to reſent this inſult by attacking the Dutch ſhips. Captain Forreſter, in the Duke of Dorſet, began the action with great reſolution, and was ſoon ſupported by his brave companions; in a ſhort time two of the Dutch ſhips ſlipped their cables and fled, another was driven aſhore. The Dutch commodore, unable any longer to withſtand ſo ſevere a conflict, with two others ſtruck their colours; the other cut her cable and attempted to eſcape down the river; but ſhe was intercepted and taken by the Orford and Royal George, which had juſt arrived from England.

The ſlaughter on board of the Dutch ſhips muſt have been conſiderable, above thirty dead bodies were thrown overboard from one ſhip after the action. Not a ſingle man was killed on board the Engliſh ſhips.

This affair was ſoon after adjuſted. The Dutch paid 100,000l. for the damages ſuſtained by the Engliſh; in conſequence of which their ſhips were reſtored.

Captures made in the courſe of this year.

Taken from the French - 165 Veſſels.

Britiſh veſſels taken by the French 210 Some of them of conſiderable value, chiefly Weſt-Indiamen.

Balance in favour of France - 45 veſſels.

Ships.	*Guns.*	*Commanders.*
• Calcutta - -	26	Captain Wilſon
Duke of Dorſet -	26	—— Forreſter
Hardwicke - -	26	—— Sampſon

Ships.	*Guns.*
† Vliſſingen - - -	36
Bleiſwyke - - -	36
Wilgeleager - - -	36
Princeſs of Orange - -	26
Elizabeth Dorothea - -	26
Waereld - - - -	26
De Moſſal - - - -	16

OCCUR-

OCCURRENCES AT HOME.

A D. 1765

The Parliament voted for the sea service of the present year 70,000 men, including 18,355 marines.

The supplies granted for the navy were as follows:

	£.	s.	d.
For the navy, including the ordnance	3,64[illegible]	0	0
For the ordinary of the navy, including half-pay to sea officers	232,629	5	1
For the building of Hadar hospital	10,000	0	0
Ditto, the hospital at Plymouth	1,000	0	0
Towards the support of Greenwich hospital	10,000	0	0
For the building, repairs, &c. of his majesty's ships	200,000	0	0
For the purchase of ground at Halifax to make a dock-yard, &c.	8,000	0	0
Transport service	501,078	16	6
Towards paying off and discharging the navy debt	1,000,000	0	0
Supplies for the navy	5,611,708	1	7

The total supplies voted for the service of the year amounted to 15,593,564*l.* 15*s.* 6*d.*

On the 5th of February Admiral Boscawen sailed from Plymouth Sound with six sail of the line to take the command of the station off Quiberon bay. The wind soon after that [illegible] and increased to a violent gale, [illegible] squadron. The Ramillies was so much [illegible] that Captain Taylor bore away for Plymouth; [illegible] the weather thick and hazy, he dis[illegible] Plymouth, and in taking [illegible] the Ram-head, [illegible] was to come to Hawsepipe there, that it was impossible to weather it. Captain Taylor ordered the main-topsail to be [illegible] to anchor; but the Admiral [illegible] that the cables parted; [illegible] was driven among the breakers and dashed to pieces. The [illegible], excepting a midshipman and [illegible] perished. Admiral Boscawen and the [illegible] ship [illegible] in a mod[illegible] state.

[illegible] Hawke, who had escaped out of Dunkirk with

A.D. 1760 a ſquadron of frigates for the purpoſe of making a deſcent on the northern coaſt of England or Ireland, and who, as it has already been obſerved, took ſhelter on the coaſt of Norway; ſailed from thence early in the year to proſecute his intended expedition. After having encountered very tempeſtuous weather, and his ſquadron reduced to only three frigates; he on the 20th of February appeared before the town of Carrickfergus, on the northern coaſt of Ireland; which place, after a reſolute defence made by Lieutenant-Colonel Jennings, with only a few invalids, was obliged to ſubmit to this bold adventurer. M. Thurot laid the town under contribution, after having ſupplied his ſhips with ſuch neceſſaries and refreſhments as they were in need of; he ſpiked up the few guns which were in the fort, re-embarked his men, and departed. Captain John Elliot, who was at this time lying at Kinſale in the Æolus, with the Pallas and Brilliant, immediately upon receiving intelligence that M. de Thurot was on the coaſt, put to ſea in queſt of him. Early in the morning on the 28th, he had the good fortune to diſcover the enemy off the Iſle of Man, and at nine o'clock brought him to cloſe action, which was maintained with great bravery for an hour and a half, when the three frigates ſtruck their colours*. M. Thurot and a great number of his men were killed. The Marſhal Belleiſle was ſo much ſhattered that it was with difficulty ſhe could be kept afloat. The Blonde and Terpſichore were added to the navy.

Captain Elliot carried his prizes into Ramſay bay in the Iſle of Man to refit, and then proceeded with them to England. The parliament of Ireland unanimouſly voted

English Force.

Ships.	*Guns.*	*Men.*	*Commanders.*	*Killed.*	*Wounded.*
* Æolus	32	220	John Elliot	4	15
Pallas	36	240	Mich. Clements	1	5
Brilliant	36	240	James Logie	0	11
	104	700		5	31

French Force.

Ships.	*Guns.*	*Sailors.*	*Soldiers.*
Le Marſhal Belleiſle	44	226	430
Le Blonde	36	200	200
La Terpſichore	24	60	170
	104	486	800

their

[illegible] thanks to the [illegible] for his important service [illegible] A. D. 1720

On the 9th of March Admiral Byng again failed for Quiberon bay, having detached [illegible] to the Nassau*. The admiral's squadron [illegible] in the bay, frequently detached [illegible] Captains [illegible] E. P. L. Orant, [illegible] Sir John Norris with [illegible] the [illegible] squadron of ships [illegible] Vanguard.

On the coast of Portugal, of [illegible] guns, commanded by Captain Harris, was taken by two French ships, Le Mars, of [illegible] guns, and [illegible], commanded by M. de Grandpre, and L'Opale, of 32 guns, and 280 men, commanded by the Marquis D'Ars.

On the 9th of April the Fambrough and Bideford, of [illegible] guns each, commanded by the Captains Sanner and Kempthorne, [illegible] off the town of Lisbon, and [illegible] with the above frigates, and at six in the evening [illegible] action, which [illegible] great [illegible] and closed at night, when the frigates engaged [illegible] Fambrough, bore away and made sail.

Captain Kempthorne pursued them on the next day; but [illegible] was not [illegible] in [illegible] up with them, [illegible] where he arrived on the [illegible] with [illegible] and [illegible] wounded, [illegible] Marines. The [illegible] with [illegible] away, [illegible] Capt. [illegible] was [illegible] Mr. [illegible] [illegible] Lieutenant [illegible] Mr. [illegible] [illegible] at [illegible]

On [illegible] which were stationed in [illegible] guns

A.D. 1760 which had been ſent from Harfleur, bound to Breſt, laden with ſhot and cannon.

On the 4th of July the dock-yard at Portſmouth was obſerved to be on fire in the rope-houſe, which was entirely conſumed, together with the ſpinning-houſe, hemp-houſe, and one of the ſtore-houſes; the accident was ſuppoſed to have been occaſioned by lightning.

On the 1ſt of September Sir Edward Hawke relieved Admiral Boſcawen in Quiberon bay*. On the 4th, he ſent Lord Howe, in the Magnanime, with the Bedford and Prince Frederick, to diſpoſſeſs the French of the iſland of Dumet, the governor after a faint reſiſtance ſurrendered. The capture of this iſland was of infinite ſervice to the fleet, as it ſupplied the ſhips conſtantly with water, which had hitherto been ſent out in tranſports.

About this time a large body of troops was collected at Portſmouth, under the command of Major-General Kingſley; and a ſtrong ſquadron† prepared to eſcort them under the command of the honourable Auguſtus Keppel. The deſtination of this armament was kept a profound ſecret, ſome circumſtances led the public to believe that it was intended to attack the iſlands of Bourbon and Mauritius; others that its object was to make a deſcent on the coaſt of Flanders. The troops were no ſooner all embarked, and the fleet ready to ſail, than the unexpected death of his majeſty ſtopped the expedition for the preſent. King George II. died ſuddenly at his palace of Kenſington, on the 27th of October, in the 77th year of his age, and 33d of his reign‡.

MEDITERRANEAN.

The fleet‖ on this ſtation was commanded by Vice-Admiral Saunders. Nothing of any importance happened; the cruizers were in general very active and ſucceſsful, ſome large privateers were taken, and the enemy's trade greatly annoyed. A ſmall French ſquadron, conſiſting of four ſail of the line and two frigates, having ſlipped out of Toulon, with an ambaſſador on board for Conſtantinople,

* Appendix, Chap. II. No. 117.
† Appendix, Chap. II. No. 118.
‡ Appendix, Chap. I. No. 16.
‖ Appendix, Chap. II. No. 119.

Captain

Captain Hugh Palliser was dispatched with a squadron* to intercept it. He got sight of the enemy; but before he could overtake him, he effected his escape into a port in the isle of Candia, where Captain Palliser continued to block him up, until his ship became foul and in want of provisions, that he was obliged to quit his station and steer for Gibraltar. A.D. 1769

NORTH AMERICA.

Early in May the French made an attempt to recover Quebec; they appeared before it with an army of 11,000 men and four fine of frigates. On the 15th Commodore Swanton arrived to the great joy of General Murray and the garrison with a reinforcement from England. The next day he sent the Diana and Lowestoffe to attack the French ships which were lying above the town. On their approach the enemy cut their cables and fled in the utmost confusion. The Pomona, of 36 guns, was driven ashore above Cape Diamond and burnt. The Atalante, of 32 guns, struck the same fate on Point-au-Tremble. The rest of their fleet, excepting a corvette, were either taken or destroyed. The night following the Lowestoffe, on her return down the river, struck on a sunken rock and was lost, though [illegible] were saved.

M. [illegible] the French general, on the [illegible] of the 17th, [illegible] to raise the siege, and retired with his army, [illegible] a great number of cannon and a [illegible] of [illegible].

On the 18th Lord Colville, who had wintered at Halifax, arrived at Quebec with his squadron, and took on [illegible] the fleet. Captain [illegible] and Colonel Maclean were sent [illegible] with the dispatches.

[illegible]

[illegible]

A.D. Lord Colvill appointed Captain Deane to command the Diana, and detached him with a ſmall ſquadron* to eſcort the tranſports up the river, and to co-operate with the army in the reduction of Montreal, and the reſt of Canada, which remained in the poſſeſſion of the French. The whole of this ſervice was completely effected before the end of September. Captain Deane, of the Diana, and Major Barré, were ſent home with the diſpatches, giving an account of the entire conqueſt of Canada. They were graciouſly received by his majeſty, and each preſented with 500l. to purchaſe a ſword.

In the ſpring the honourable Captain Byron was ſent from England with a ſmall ſquadron† to demoliſh the fortifications at Louiſbourg. Whilſt he was employed on this ſervice, he received intelligence that ſome French ſhips of war had put into the bay of Chaleur with ſeveral ſmall veſſels under their convoy, laden with ammunition, ſtores, &c. for the French army in Canada. Captain Byron immediately proceeded thither with the Fame, Repulſe, and Scarborough. On the 24th of June, he entered the bay and diſcovered the French ſhips‡ at anchor, which on his approach retired higher up, landed their men, and began to erect batteries on the ſhore, in order to obſtruct his paſſage up the channel, which was narrow and very ſhoal. On the 8th of July the ſhips were lightened, and with ſome difficulty warped up within ſhot of the enemy, who ſuſtained a briſk cannonade for ſome time, when they abandoned their ſhips, ſet them on fire, and fled to the ſhore. The batteries being ſoon after ſilenced, Captain Byron landed a party of ſeamen and marines, who deſtroyed the fortifications, together with 20 ſail of

Ships.	*Guns.*	*Commanders.*
* Diana - - -	32	Captain Jos. Deane
Penzance - -	44	------ W. Gough
Porcupine - -	16	------ Ja. Macartney
Gaspee - - -	8	------

5 row-gallies, each carrying one 24 pounder
4 ditto -----, each carrying one 22 pounder
26 large row-boats
4 transports.

† Appendix, Chap. II. No. 122.

Ships.	*Guns.*	
‡ Machault - - -	32	burnt by their crews.
Bienvenue - - -	22	
Marquis de Malboze -	16	ditto, by our people.

ſloops,

sloops, schooners, and small privateers. Captain Byron having performed this service, returned to Louisbourg to finish the execution of his orders, which, when he had completed, he sailed for England. A.D. 1758

LEEWARD ISLANDS.

Sir James Douglas, who commanded the squadron on this station, having no considerable service to perform, the enemy not having any naval force in these seas, was enabled to employ his cruizers in defending the numerous prizes which had been made during the hostilities, and gave considerable assistance to our commerce.

The Virgin Islands, after a gallant defence, was taken by two French frigates; Captain St. Lo, commander of the ship which was sent afterwards retaken with the Vaupre frigate, and several other vessels, which were put on shore on Grenada by the Temple and Grafton.

JAMAICA.

Rear-Admiral Holmes, who had succeeded to the command, on the return of Vice-Admiral Cornish to England, dispatched Captain Norman, in the Hampshire, with the Boyne and Lively, to give protection to merchant vessels which were expected from Cape Francois, escorted by two French men-of-war. On the 19th of March, the

A.D. 1760 enemy's convoy put to ſea; and the next morning at ſun rise, our ſhips diſcovered the enemy, and immediately gave chace. At twelve at night, the Boreas being the headmoſt ſhip, got alongſide of the Sirenne, and brought her to cloſe action, which continued very briſk for twenty-five minutes; the Sirenne then ſhot ahead, and endeavoured to make off. Captain Uvedale made what ſail he could in purſuit; but being much diſabled in his rigging, could not cloſe with her again till two o'clock in the afternoon on the next day, off the eaſt end of Cuba. The action was now renewed with great impetuoſity, and was maintained till forty-five minutes paſt four, when the enemy ſtruck, having 80 men killed and wounded. The Boreas had one man killed, and one wounded.

At half paſt ſeven on the morning of the 18th, the Lively got alongſide of the Valeur; and after a cloſe action, which laſted an hour and a half, compelled the enemy to ſtrike, with the loſs of a lieutenant and 37 men; her captain, maſter, and 23 men wounded. The Lively had two men killed.

At half an hour after three, the Hampſhire ran between the Prince Edward and Duc de Choiſeul, and opened a very ſmart fire upon them. The Choiſeul having the advantage of the wind, eſcaped into Port au Paix; the other run aſhore about two leagues to leeward, and ſtruck her colours. Before the Hampſhire could take poſſeſſion of her, her crew ſet her on fire, and eſcaped on ſhore. The Fleur de Lys took ſhelter in Freſh Water Bay, a little to leeward of Port au Paix, where ſhe was deſtroyed by her crew, on the approach of the Hampſhire and Lively.

Some time after, the Boreas and Trent chaſed eight French privateers, which ran into Cumberland harbour, on the iſland of Cuba. The water being too ſhoal for the ſhips to purſue them, they diſpatched their boats manned and armed, under the command of Lieutenant Millar and Stuart; who, with the greateſt intrepidity, rowed up and reſolutely boarded the Vainqueur of 10 guns, 16 ſwivels, and 90 men, in defiance of a heavy fire; having ſecured her, they next took the Mackau of only ſix ſwivels, and 15 men; from thence they rowed higher up the Lagoon, to attack the Gueſpe of eight guns, and 86 men; but as the boat approached, the enemy ſet her on fire, and eſcaped to the ſhore

The

The loſs ſuſtained in this attack, was three men killed, one midſhipman, and one wounded, belonging to the Trent; one man killed, five wounded, belonging to the Boreas, and her barge ſunk. A.D. 1759

EAST INDIES.

Rear-Admiral Cornifh, who had been detached in December with ſix ſail of the line, to cruize on the coaſt of Coromandel for the French ſquadron, arrived on his ſtation early in the year; but ſeeing nothing of the enemy, he employed his force to aſſiſt at the reduction of the French ſettlements on the coaſt, and compelled M. Lally to ſhut himſelf up in Pondicherry.

In April, Vice-Admiral Pocock ſailed for England in the Yarmouth,* leaving the command of the fleet to Rear-Admiral Stevens; who ſoon after joined Rear-Admiral Cornifh in St. David's road, and proceeded from thence to co-operate with Colonel Coote, at the blockade of Pondicherry. In the night of the 7th of October, the admiral ſent the boats of the fleet, formed in two diviſions, commanded by Captain Newſom, and Lieutenant Iſaac Ourry, to cut out two French frigates, (the Baliene and the Hermione,) which were moored cloſe into the town, and under the protection of the batteries. This ſervice they executed with the greateſt ſkill and bravery, reſolutely boarding the frigates, and towed them off in triumph, notwithſtanding they made a ſtout reſiſtance, and were expoſed to an incſſant fire from the fort and town.

[illegible] the wet weather, and the dangers attending the ſhifting of the Moorings, the admiral, on the 23d of October, [illegible] Pondicherry with part of his fleet, leaving five ſail of the line, under the command of Captain Harſanne, to continue the blockade. On the 25th of December, Admiral Stevens [illegible] also [illegible] the command of the fleet. Rear-Admiral Cornifh was left to follow him, to

* [illegible]

A.D. 1760 ſoon as the Lenox, York, and Weymouth were ready. About this time the Cumberland was in ſo leaky a condition, that ſhe could not be kept afloat, and ſunk off Goa; her crew were ſaved.

In the month of April, M. D'Eſtaing entered the Straits of Sumatra, with two frigates and ſome other armed veſſels; where he reduced fort Marlborough, and all the inferior forts and factories which the Eaſt-India Company poſſeſſed on the iſland of Sumatra. The Denham Eaſt-Indiaman, Captain Tryon, was lying at Bencoolen; on the appearance of the French ſhips, ſhe was ſet on fire by her crew and deſtroyed; they retired into the fort.

Captures made in the courſe of this year.

Britiſh ſhips taken by the French,	-	330
French taken by the Britiſh,	-	110
Balance in favour of France,	-	220

The cauſe of the balance being ſo much in favour of France, was occaſioned by her trade being almoſt annihilated, ſhe employed the greater part of her ſeamen in ſmall privateers, which ſwarmed in the channel, and captured a number of coaſters and colliers: whereas thoſe ſhips taken by Great Britain, were chiefly large privateers, and rich armed merchantmen, carrying 848 carriage guns, 240 ſwivels, and 6389 men.

1761

GEORGE III.

OCCURRENCES AT HOME.

For the current year, the parliament voted 70,000 ſeamen, including 18,355 ſeamen.

Supplies granted for the Navy.

	l.	s.	d.
For the ſeamen, including the ordnance for ſea ſervice, -	3,640,000	0	0
For the ordinary of the navy, including half-pay to ſea officers,	258,624	7	10
Towards the building, rebuilding, and repairs of his majeſty's ſhips,	200,000	0	0
For completing the works at Haſlar hoſpital, - -	7,130	0	0

Ditto

Ditto at Plymouth, - -	1[illegible],[illegible]	[illegible]	0	A.D.
For the transport service, -	4[illegible],[illegible]35	1[illegible]	2	1761
Towards paying off and discharging the navy debt,	1,[illegible]	[illegible]	0	
Other sums voted for discharging the navy debts, &c. -	1,5[illegible]	0	0	
Total money voted for the navy,	£7,[illegible]	7	0	

The whole supplies granted for this year, amounted to 18,810,11[illegible]l. 1[illegible]s. [illegible]d.

The officers commanding his majesty's squadrons this year were, Vice-Admiral Holmes, at Port Royal; Commodore Sir Piercy Brett, in the Downs; Commodore Swanton in the Channel; Sir Edward Hawke and Sir Charles Hardy, in Quiberon [illegible] and [illegible], when Commodore Keppel was appointed to command an expedition against Belleisle; Vice-Admiral Saunders, in the Mediterranean; Lord Colvill, in North America; Commodore Sir James Douglas at the Leeward Islands, and [illegible] of [illegible] [illegible] [illegible] at [illegible] [illegible] [illegible] Admiral Stevens, Rear-Admiral Cornish in the East-Indies.

In the month of [illegible] [illegible] [illegible] took place at the admiralty [illegible] [illegible] [illegible] [illegible] [illegible] to [illegible] [illegible] [illegible] R[illegible] H[illegible] [illegible] Duke of York [illegible]

[illegible]

A.D. 1761 On the 8th of January, the Unicorn, of 28 guns, and 200 men, commanded by Captain Hunt, being on a cruize off the Penmarks, came up with, and brought to action La Veſtale, a French frigate of 32 guns, and 220 men, commanded by M. Boiſbertelot. Soon after the action commenced, Captain Hunt had his right leg ſhot off, of which wound he died the ſame day. Lieutenant Symons then took the command; and after a ſevere conflict of two hours, compelled the enemy to ſtrike, with the loſs of many men killed and wounded; among the latter was her commander, who died of his wounds the next day. The Unicorn had five men killed, and ten wounded. Mr. Symons was promoted to the rank of maſter and commander, for his bravery. The Veſtale was taken into the navy, and named the Flora.

Two days after, as Captain Symons was ſtanding into the channel with his prize, he obſerved two ſhips in cloſe action; upon which he inſtantly bore dawn to aſſiſt which ever might be his friend. On the Unicorn's approach, the French ſhip made ſail, and got off. Captain Symons found the ſhip with which the enemy was engaged, to be the Seahorſe, of 20 guns, and 160 men, commanded by Captain Smith, who was on his paſſage to Bencoolen with the aſtronomers, to obſerve the tranſit of Venus over the ſun. The Seahorſe had 11 men killed, and 38 wounded. Her maſts and rigging were ſo much crippled, that ſhe was obliged to return into port to refit. The enemy's ſhip was L'Aigrette, of 32 guns, and was one of thoſe, who, with La Veſtale, two ſhips of 64 guns, and the Calypſo, had eſcaped out of the river Villaine. Captain Smith, on his return to England, was appointed to the Guernſey of 50 guns; and Captain Grant, to the Seahorſe, who proceeded with the aſtronomers to India.

On the 23d of January, Captain John Elphinſtone, in the Richmond, of 32 guns, and 230 men, being on a cruize off the coaſt of Flanders, chaſed a French frigate from ſeven in the evening, till ten o'clock the next morning, when he brought her to cloſe action; at about half paſt twelve, both ſhips ran aground alongſide of each other, off St. Graveſande, near the Hague. The engagement continued for a few minutes in this ſituation, when the Frenchmen fled from their quarters. On the flood tide, the Richmond got afloat; but, before ſhe could bring up, was driven

driven out of gun shot. The enemy took advantage of this opportunity to quit their ship, and to escape on shore. The next day Captain Elphinstone sent in his boats to take possession of her; but finding that she was so fast aground to be got off, they set her on fire. This ship proved to be La Felicite, of 32 guns, bound to Martinico, with a cargo valued at 3[illegible]. About 1[illegible] of her crew were either killed or wounded; among the slain, was her commander, M. Dumid. The Richmond had three men killed, and thirteen wounded. A.D. 1791

An amazing concourse of people were assembled on the shore to view this action: among the number were the Prince of Orange, and all the foreign ministers. The Count D'Affry, the French ambassador, remonstrated with the States General on this breach of neutrality.

Early in the morning on the same day Captain Alexander Hood, in the Minerva of 32 guns, and 2[illegible] men, being about 3[illegible] leagues to the westward of cape Finas, gave chase to a large ship, which he soon discovered to be a two decker. The wind blowing very hard upon the eastward with a great sea, determined Captain Hood to engage the enemy to leeward, to prevent her making use of her lower deck guns. About twenty minutes past ten he run under her lee and brought her to a close action. At eleven o'clock the enemy's fore and main topmasts were shot away and she fell on board of the Minerva; the sea running high the ships were soon cleared of each other; as the enemy dropped astern, the fore-yard shot the Minerva's fleet anchor; and in a quarter of an hour after her bowsprit and foremast fell overboard. Captain Hood was extremely active in clearing the wrecks, which he had no sooner done, than he bore down on the enemy, who was two leagues to leeward. At four o'clock he renewed the action, which was maintained with great fortitude for the space of an hour, when the enemy struck. She proved to be the Warwick, formerly a five gun ship, in his majesty's service, but had only 34 mounted, with a complement of 231 men and 74 marines, commanded by M. La Vicomte de Belair. She was boarded by a party of marines and prisoners; her loss was 12 killed, and 32 wounded. The Minerva had three marines killed, and 34 wounded; in the night her main and mizen mast went by the board.

A.D. 1761 On the 30th the Solebay and Amazon took from under a battery, near Calais, La Chevrot privateer, of 18 guns, and 160 men. Being a fine ſhip, ſhe was purchaſed by government, and named the Pomona*.

On the ſame day the Venus and Juno, commanded by the Captains Harriſon and Towry, being on a cruize in the channel, fell in with La Brune French frigate, of 36 guns and 316 men. The Venus engaged her for two hours before the Juno came up, when ſhe ſtruck. The enemy had 19 men killed, and 39 wounded. The Venus had four men killed, and 18 wounded, among the latter were Captain Harriſon, the firſt lieutenant and maſter. The Juno had two men wounded. La Brune was taken into the navy.

On the 13th of March the Vengeance, of 26 guns and 200 men, commanded by Captain Nightingale, on a cruize between Uſhant and Scilly, fell in with, and after a very gallant action, took L'Entreprenant, pierced for 44 guns, but had only 26 mounted, with 203 men, five of whom were killed, and 24 wounded. She was bound to St. Domingo, with a valuable cargo. The Vengeance had ſix men killed, and 27 wounded.

The Albany ſloop of war, of 16 guns, and 125 men, commanded by Captain Bragrave, captured, off Uſhant, the Pheaſant, a French corvette of the ſame force, commanded by M. de Coudroye: ſhe was purchaſed into the navy, and ſoon after loſt in the channel. Captain Nelſon and the crew periſhed.

On the 29th of March, the honourable Commodore Keppel ſailed from St. Helens with a large ſquadron of ſhips of war, and 100 ſail of tranſports, having on board 10,000 land forces, under the command of Major-General Hodgen, deſtined for the attack of Belleiſle. At the ſame time a ſtrong ſquadron was ordered to cruize off Breſt, under the command of Captain Buckle, to block up that port, and to prevent any ſucceurs from being ſent to the relief.† On the 7th of April, the fleet anchored in the great road of Quiberon, and the next day a large detachment of troops were landed in Port Andro bay, on the ſouth-eaſt ſide of the

* [illegible] Wolfe, in the year 1775: Captain [illegible]

† Appendix, Chap. II. No. 1[illegible], and 12[illegible].

iſland,

A.D. 1761 lying in Basque road, and to destroy the works which had been erected on the isle of Aix. Towards the end of July the fortifications were completely demolished by Captain Peter Parker,* who was employed on this service. Sir Thomas Stanhope kept his station in Basque road until the end of the year, when he was relieved by Lord Howe. The enemy made some ineffectual attempts to destroy our squadron by fire-ships.

Lieutenant John Macbride†, commander of the Grace cutter, assisted by the boats of the Maidstone frigate, cut out of Dunkirk road, a French privateer. The enemy, in the attack, had her lieutenant and one man killed, and five wounded. Two men were wounded in the boats.

In the evening on the 13th of August, the Bellona, of 74 guns, commanded by Captain Robert Faulkner, and the Brilliant, of 36 guns, Captain James Logie, being off Vigo, gave chace to three large ships, which they kept sight of all night. At day-light the next morning, they were about five miles from the chase, when the largest of the ships threw out a signal, took in her studding sails, wore round, and stood for the Bellona; the two frigates at the same time closed, and at six brought the Brilliant to action. At half past, the Bellona was closely engaged with the ship of the line; in nine minutes both their mizen masts fell overboard, and the enemy had nearly fallen athwart hawse of the Bellona, by which she would have been exposed to a severe raking fire, had not Captain Faulkner, with great skill and presence of mind, wore under her stern, and brought her to a close action on the opposite side. This unexpected manœuvre threw the enemy into confusion, and a few minutes after seven she struck; and proved to be the Courageux,‡ of 74 guns, and 700 men, commanded by M. Dugné L'Ambert, who died at Lisbon of the wounds he had received in the action. The Courageux was bound to St. Domingo with a cargo valued at 320,000l. and had on board ransomers for five prizes. She had killed in the action 240 men, and 110 wounded; the Bellona had six men killed, and 28 wounded.

* The late Admiral Sir Peter Parker.

† The late Admiral Macbride.

‡ In [illegible], she was driven from her anchors in Gibraltar [illegible], and lost on the coast of Barbary; several of the crew perished.

The

The Brilliant continued to engage the two frigates for ſome minutes after the Courageux had ſtruck; but on ſeeing the fate of their commodore, they bore away and got off. The frigates were the Malabaute and Hermione, of 32 guns each. The Brilliant had five men killed, and ſixteen wounded. A. D. 1759.

The ſhips were ſo much damaged, that Captain Faulkner put into Liſbon to refit.

On the 7th of Auguſt, Lord Anſon hoiſted the union flag on board the Royal Charlotte yatch at Harwich, and being joined by a ſquadron of ſhips of war in Yarmouth roads, proceeded on the 9th to Cuxhaven, to eſcort over Princeſs Charlotte of Mecklenburgh Strelitz, her preſent majeſty. On the 24th, her majeſty embarked on board the yatch at Stade; and on the 6th of September ſhe landed at Harwich.

The Blonde, of 32 guns, Captain Kennedy, being on a cruize off the coaſt of Portugal, fell in with, and after a running fight of one hour, took a large French ſhip, from Bourdeaux bound to St. Domingo, mounted with 24 guns, and 120 men, ſix of whom were killed, and many wounded. The Blonde had two men wounded.

The factory at Liſbon preſented Captain Kennedy with a piece of plate valued at 200l. for his activity in protecting the trade on that ſtation.

On the 18th of October, Rear-Admiral Rodney ſailed from Spithead, with a ſquadron of ſhips of war and ſeveral tranſports, having on board a large body of troops deſtined for the Weſt-Indies.

The Prince George privateer, of Briſtol, of 24 guns, and 180 men, commanded by Captain Reed, took, after a very ſevere action of five hours, the Beaumont French Eaſt Indiaman, of 22 guns, and 24[illegible] men, [illegible] of whom were killed and [illegible] in the action. The Prince George had

[illegible]

A.D. 1761. seven men killed, and 18 wounded. The Beaumont's cargo was estimated at 70,000l.

The East-India company's ship the Ajax, was captured on her passage to England by the Prothee, of 64 guns, after being gallantly defended by her commander, Captain Lindsay; who, with several of his men, was killed.

The Board of Longitude having come to the resolution to try Mr. Harrison's time keeper, for correcting the longitude at sea, the lords of the admiralty appointed the Deptford, of 50 guns, commanded by Captain Digges, to receive Mr. Harrison on board. On the 18th of November she sailed from Portsmouth, and made the island of Madeira at the exact time which Mr. Harrison pointed out. From thence they proceeded to Jamaica, and made that island with equal accuracy. Mr. Harrison having finished the necessary observations on the island, sailed for England in the Merlin sloop of war. On the 23d of March, 1762, they fell in with the Essex, Captain Schomberg, at the entrance of the channel, whose reckoning agreed exactly with the time-keeper, the Essex having been off Scilly the preceding evening. On the 26th, Mr. Harrison arrived at Portsmouth, and found that the time-keeper had lost only 1 min. 54 sec. notwithstanding the weather in general had been very tempestuous.

This year the experiment of coppering on ships bottoms, as a preservation against the worm, was introduced into the royal navy, and tried on the Alarm frigate, of 32 guns, commanded by Captain Rowland Cotton.

MEDITERRANEAN.

The squadron on this station, was commanded by Vice-[illegible] Broderick, whose cruizers were in ge-[illegible] and the [illegible]. On the 11th of April, the [illegible] Captain Wheeler, being on a cruize off [illegible], fell in with, and after a short action, [illegible] in the evening, and continued till [illegible] French ship of war, pierced [illegible] 32 guns, and 37 men, be-[illegible] killed or wounded. Early [illegible], Captain Wheeler, a midshipman,

and

and quarter-master were killed by one same shot. The [illegible] command devolved upon [illegible], who [illegible] quitted hostilities [illegible]. The Hebe had nine men wounded.

On the [illegible], Captain [illegible], in the Thunderer, with the [illegible], [illegible] and a crew of [illegible], [illegible] off [illegible]. At midnight the [illegible], which, after a [illegible] chance of [illegible], [illegible]; and proceeded to L'Aiguillon, [illegible]. The Thunderer [illegible], when [illegible] guns, and 21 men. [illegible] considerable [illegible] men killed and [illegible]. The Thunderer had [illegible] killed, Captain [illegible] and [illegible] wounded. [illegible], was [illegible], which [illegible] on fire.

NORTH AMERICA.

Nothing of any importance [illegible] Lord Colville, who [illegible] the West Indies; and kept [illegible] things to [illegible].

EAST INDIES.

[illegible]

A. D. 1761 General Rufan; and on the 24th of the ſame month the reſt of the army arrived from America, under Major-General Monckton. The whole force being now collected, the commanders in chief, at the concluſion of the year, were ready to proceed on their intended expedition againſt Martinico.*

JAMAICA.

On the 7th of January, the Trent, of 28 guns, and 200 men, commanded by Captain John Lindſay, being on a cruize, fell in with, and after an hour's cloſe action, took La Bien Aimé, French merchant frigate, of twenty guns, and 85 men, twenty of whom were killed and wounded. The Trent had one man killed, and five wounded.

On the 5th of June, Rear-Admiral Holmes being on a cruize off Dona Maria bay, with a part of his ſquadron,† captured, after a ſhort running fight, the St. Anne, a fine new French ſhip, pierced for 64 guns, but had only 50 mounted, and 389 men, commanded by M. D'Aquillon. She was bound to France, with a valuable cargo of indigo and other merchandize. She was purchaſed by government, and added to the navy.

On the death of Rear-Admiral Holmes, which happened on the 24th of December, the command of the ſquadron devolved on Captain Arthur Forreſt, of the Centaur.

AFRICA.

Early in the year, the French equipped four frigates, which were to be ſent to the coaſt of Africa, to endeavour to regain ſome of their late ſettlements. Two of theſe frigates were intercepted in the bay, by the ſquadron under Sir Edward Hawke; the other two reached the coaſt, and attempted to ſurprize James fort, at the mouth of the river Gambia; but they were ſo reſolutely received by the garriſon, that one was driven aſhore and loſt; and the other, after being much crippled, with difficulty got off.

* Appendix, Chap. II. No. 133.

† Appendix, Chap. II. No. 134.

EAST

EAST INDIES.

Rear-Admiral Stevens continued with his ſquadron* before Pondicherry, until the night of the 1th of January, when a ſudden and moſt tremendous hurricane forced the ſhips from their anchors. The wind at firſt blew with great violence from the N. W.; in a few hours it shifted to the N. E.; then fell calm; and on a ſudden burſt forth with redoubled fury from the S. E. The admiral, at the commencement of the gale, finding it would be impoſſible to ride it out, ordered the cables to be cut, and ſtood to ſea; at the ſame made the ſignal for the ſquadron to follow him; but the violence of the wind, and the darkneſs of the night, precluded all poſſibility of ſignals being ſeen. The reſt of the ſquadron unfortunately remained at anchor until their cables parted. Before they could gain a ſufficient offing, the wind ſhifted, and raged with ſuch fury, that they were ſoon driven into ſhoal water, and obliged to anchor. The Panther, America, Medway, and Falmouth, cut away their masts, and rode out the ſtorm. The Duc D'Aquitaine, Sunderland, and Duke ſtore ſhip, by not taking this precaution when they brought up, either overſet, or foundered. Their crews amounted to eleven hundred men perihed, excepting ſeven Europeans, and as many Laſcars, who were the next day picked up on pieces of the floating wreck. The Newcaſtle, Queenborough, and the Protector fire ſhip, were driven on ſhore about two miles ſouth of Pondicherry, and totally loſt; their crews, excepting ſeven, were ſaved.

M. Lally was in great hopes that the diſaſter which had befallen the Britiſh ſquadron, would have opened to him a communication from the ſea, and that ſuccours might be thrown in from that quarter, for which purpoſe he diſpatched a boat with a letter, to inform the Engliſh reſident at Pulicate, that there was now nothing to apprehend, as the ſtorm had rendered the Britiſh fleet incapable of returning to the blockade, and urged him to ſend immediate ſupplies of proviſions. On the 3d of January, to the great joy of the beſieged, and the diſappointment and ſurpriſe of the enemy, Admiral Stevens again anchored in Pondi-

* A[illegible] Cap. H. N. 185.

cherry

A.D. 1761 cherry road, in the Norfolk, with the Grafton and Liverpool. The next day he was joined by Rear-Admiral Cornish, with the Lenox, York, and Weymouth, from Trincomalé; and on the 7th, by the Tiger and Salisbury, from Madras, where the storm had not been felt. The blockade became now as complete as ever; and the besiegers redoubled their exertions. On the 15th, a considerable breach was made in the walls; the garrison was driven to the utmost despair, not having more than one days provisions remaining; and being worn out, and emaciated with fatigue, after an eight months siege and blockade, sent out a deputation, with terms of capitulation, to which no answer was given. The next day Pondicherry was delivered up to the British troops.

On the 10th of February, Mahé, on the coast of Malabar, the only remaining settlement the French possessed in India, surrendered to Rear-Admiral Cornish and Major Hector Munro.

On the death of Rear-Admiral Stevens, which happened in the month of April, the command of the squadron devolved on Rear-Admiral Cornish, who had received orders from England to prepare for an expedition against the island of Mauritius and Bourbon; and to rendezvous at the island of Diego Rays, where it was intended that he should be joined by a strong squadron of ships of war, and a large body of troops, under the command of Commodore Keppel, and Major-General Kingsley.* In consequence of these instructions, the admiral sailed to Bombay to refit and victual his squadron; and as the ships were got ready, he dispatched them to the place of rendezvous, under the command of Commodore Tiddeman, who arrived there on the 14th of September; and was joined by the admiral, with the rest of the squadron, towards the end of October.†

Immediately on his arrival, he dispatched Commodore Tiddeman to look into St. Augustine's bay, on the island of Madagascar, where the admiral expected a frigate from England, with dispatches for his further proceedings. On the commodore's approach to the island, the weather proved so tempestuous, that it was considered as extremely ha-

* [illegible] King George, the Second, [illegible] to the [illegible] of this [illegible] which [illegible] yed at the reduction of Belle Isle [illegible]

† Appendix, Chap. II. No. [illegible]

[illegible]

A.D.
1773

A.D. 1761 veſſels. Among the enemy's, were ſeveral large privateers, and rich Weſt Indiamen.

OCCURRENCES AT HOME.

1762 The ſupplies granted for the navy this year, were as follows:

	l.	*s.*	*d.*
For 70,000 ſeamen, including 19,061 marines, and the ordnance for ſea ſervice, - -	3,640,000	0	0
For the ordinary of the navy, including half-pay to ſea officers, -	272,226	9	1
Towards the building, rebuilding, and repairs of his majeſty's ſhips, -	200,000	0	0
For completing the work at Haſlar hoſpital, - -	1,000	0	0
Ditto at Plymouth, - -	6,000	0	0
For the charge of tranſport ſervice between October 1ſt, 1760, and September 30th, 1761, including the victualling the land forces, -	835,025	3	8
For paying off and diſcharging the navy debt, - -	1,000,000	0	0
To enable his majeſty to diſcharge the exchequer bills, made out by virtue of an act of laſt ſeſſion, for diſcharging navy debts, and towards naval ſervices for 1761, and charged upon the firſt aids to be granted this ſeſſion	1,500,000	0	0
Total ſupplies for the navy,	7,454,251	12	9

The ſum total granted by parliament for the expences of the preſent year, amounted to 18,299,153*l.* 18*s.* 11½*d.*

The officers who were appointed to command his majeſty's fleets this year, were as follows:

On the Home Service—on the coaſts of Spain and Portugal.
Admiral Sir Edward Hawke,
Rear-Admiral His Royal Highneſs the Duke of York.
Vice-Admiral Sir Charles Hardy.
Off Breſt, Commodores Spry and Mann.
In Baſque Road, Commodores Lord Howe and Denis.
In the Channel, Commodore James Young.

At

At Portsmouth, Admiral Holbourne. 1762

In the Downs, Commodore Moore.

In the Mediterranean, Admiral Sir Charles Saunders, and Commodore Sir Piercy Brett.

At the Leeward Islands, Rear-Admiral Rodney, and Commodore Swanton.

At Jamaica, Admiral Sir George Pocock, Commodores Sir James Douglas, and the Hon. Augustus Keppel.

In North America, Commodore Lord Colvill.

In the East Indies, Vice-Admiral Cornish, and Commodore Tiddeman.

On the 4th of January, war was declared against Spain; and on the 18th it was declared at Madrid against Great Britain.

On the 6th, the Venus, of 36 guns, Captain Thomas Harrison, captured in the bay, after an action of one hour, the Boulogne, of 20 guns, and 150 men, seven of whom were killed, and [illegible] wounded. She was from the Mauritius, bound to L'Orient with a valuable cargo. The Comte D'Estaing was taken on board this ship.

On the 12th, the Zephyr French frigate, of 22 guns, and 210 men, was cast ashore in a heavy gale of wind, on Portland; only 71 of her crew were saved; and even these poor wretches would have perished, had it not been for the humanity of Mr. Travor, the governor, whose interposition and authority, prevented the savage inhabitants from being guilty of the most barbarous cruelties. Their natural [illegible] being [illegible] to his majesty, he was graciously pleased to [illegible] that they should not be considered as prisoners, and [illegible] them to be clothed and maintained at his expense, until they could be sent to France. Nothing [illegible] shewing how [illegible] commended [illegible]. On the [illegible] of the same month, an English merchantman [illegible] near Havre de Grace, [illegible] the governor [illegible] instructions [illegible] and allowed each man [illegible].

About the [illegible] of wind [illegible] the squadron [illegible] Commodore [illegible] from [illegible] coast of Brest [illegible] particularly [illegible]

---

* [illegible]

A.D. 1762 out with a ſtrong ſquadron of ſhips of war, having on board 3000 land forces, deſtined for the relief of Martinico *.

Commodore Spry no ſooner heard of the enemy being out, than he purſued them with a croud of ſail ſeveral days; but finding that there was no proſpect of his overtaking them, he diſpatched the Aquilon frigate to the Weſt-Indies, to put Admiral Rodney on his guard.

On the 30th of the ſame month, the Danae, of 32 guns, commanded by Captain Hay, on her paſſage home with a convoy from Gibraltar, fell in with, and engaged a large French ſhip for three hours; when the Danae being much diſabled in her maſts and rigging, the enemy made ſail and got off. The Danae had 18 men killed, and 42 wounded. The ſame ſhip ſoon after met with, and engaged the Deal Caſtle, Captain Tindal, who obliged her to ſheer off; ſhe was at laſt taken by the King George privateer, after an obſtinate and bloody conflict of two hours and a half; and proved to be the Tigre French frigate, fitted out by the merchants, of 26 guns, and 240 men, commanded by M. Fabry, from St. Domingo bound to Bourdeaux, with a cargo valued at 150,000l. She had above 100 men killed and wounded in the action. The King George had three men killed, and twelve wounded.

On the 5th of March, Admiral Sir George Pocock ſailed from Spithead to take his command in the Weſt-Indies; he had with him five ſail of the line, a large fleet of tranſports, having on board a body of troops, under the command of the Earl of Albemarle; together with ſeveral victuallers and ſtore ſhips.

On the 7th, the Milford, of 28 guns, commanded by Captain Robert Mann, being on a cruize in the bay, chaced a ſail from ten o'clock in the morning, till ten at night, when he brought her to cloſe action. Captain Mann was, early in the battle, ſhot through the right thigh by a ſix pound ball, of which wound he died the next morning. The command devolved on Lieutenant Day, who fought the ſhip with great bravery until half paſt eleven, when he received a wound on the forehead from a

* Appendix, Chap. II. No. 138.
† Appendix, Chap. II. No. 139.

muſket

A.D. 1762 under Commodore Mann; and another under Captain Palliser, to reinforce Lord Colvill in America.*

On the 1ſt of September, the Lion, of 60 guns, Captain Le Cras, one of Commodore Mann's ſquadron, after a running fight of one hour, captured the Zephyr, a French frigate, pierced for 32 guns, but had only 26 mounted, and 250 men, nine of whom were killed, and 25 wounded. She was bound to Newfoundland with ordnance and military ſtores. The Lion had three men wounded.

On the 2d, Captain Hotham, in the Æolus, of 32 guns, being on a cruize off Cape Pinas, gave chace to two ſhips, which took ſhelter under a ſmall battery in Aviles bay. Captain Hotham purſued them cloſe in, and came to an anchor with a ſpring on his cable; opened a well-directed fire on the battery and the largeſt ſhips; both of which, after a ſhort reſiſtance, were abandoned by the Spaniards. Captain Hotham landed his marines, and ſpiked up the guns; Lieutenant Paiſley,† who was ſent to take poſſeſſion of the ſhip, found her ſo faſt aground, that he was obliged to ſet her on fire. She was the St. Joſeph, from the Caraccas, bound to Paſſage, 1100 tons burthen, pierced for 60 guns, but had only 32 mounted: the other ſhip eſcaped, by warping into ſhoal water. Captain Hotham was very ſucceſsful on this cruize; he took five large privateers, and ſeveral merchant veſſels.

On the 12th, Sir Charles Hardy ſailed on a cruize to the weſtward; and on the 29th, he was joined by a reinforcement under the Duke of York.‡ On the 30th of October the fleet returned to Plymouth to refit and water; and on the 13th of November it again put to ſea to cruize off the Maderias, in order to intercept the Spaniſh regiſter ſhips.

By the death of Lord Anſon, which happened on the 6th of June, the Earl of Halifax was made firſt lord of the admiralty; and on the 16th of October, the honourable George Grenville ſucceeded him in that office.§ On the 21ſt of October, there was a promotion of flag officers, when the liſt of admirals ſtood as follows:

* Appendix, Chap. II. No. 142.

† The preſent Admiral Sir Thomas Paiſley, Bart.

‡ Appendix, Chap. II. No. 143.

§ Appendix, Chap. IV. No. 1

Sir

		A.D.
Sir William Rowley, K. B.	Admiral of the Fleet.	1762
Hon. Thomas Townshend, Esq. Hon. Augustus Hervey, Esq. Thomas Graham, Esq. Sir Edward Hawke, K. B.	Admirals of the White.	
Charles Knowles, Esq. Hon. John Forbes, Sir George Pocock,	Admirals of the Blue.	
Hon. George Townshend, Francis Holburne, Esq. Thomas Cotes, Esq. Thomas Frankland, Esq.	Vice-Admirals of the Red.	
Lord Harry Powlett, Harry Norris, Esq. Thomas Broderick, Esq. Sir Charles Hardy, Knt. George Earl of Northesk, Sir Richard Lestock, Knt.	Vice-Admirals of the White.	
[illegible] Esq. [illegible], Esq. [illegible] Esq. [illegible] Esq. George [illegible], Esq. [illegible] Y[illegible],	Vice-Admirals of the Blue.	

The following captains were promoted to their flags:

Sir William [illegible], Knt. [illegible] Sir [illegible], Knt. [illegible]	Rear-Admirals of the Red.
[illegible] [illegible] [illegible], Esq. Sir [illegible] Knt.	Rear-Admirals of the White.
[illegible] [illegible], Esq. [illegible], Esq. [illegible] Knt.	Rear-Admirals of the Blue.

[illegible] Vice-Admiral of the Blue, and promoted Lord [illegible]

[illegible] Rear-Admiral of the Blue, and promoted Vice-Admiral of the White.

[illegible] Vice-Admiral of the Blue.

[illegible] Rear-Admiral of the Blue.

A.D. 1762 The cruizers on the Downs ſtation, under Commodore John Moore, were chiefly employed in keeping a ſharp look out on the Dutch, who, contrary to treaty, perſiſted in ſupplying the enemy with naval and warlike ſtores. The States General expreſſed much diſpleaſure at the Britiſh cruizers, for having detained and ſearched ſeveral of their ſhips. In order to prevent it in future, they equipped ſome men of war for the protection of their trade. In the month of September, the Hunter ſloop of war, Captain James Ferguſſon,* fell in with four Dutch merchant ſhips, eſcorted by a frigate of 36 guns. Captain Ferguſſon, agreeable to his orders, ſent a boat to examine one of the merchantmen; but the captain of the Dutch frigate interpoſed, and would not ſuffer it. The Hunter not being ſufficiently ſtrong for Captain Ferguſſon to enforce the execution of his orders, he proceeded to the Downs to inform Commodore Moore of what had happened. The commodore inſtantly diſpatched Captain Adams, in the Diana, with the Cheſter, of 50 guns, the Hunter and Tryal ſloops, in purſuit of them, with orders to uſe force, if they perſiſted in not being ſearched. The next day Captain Adams came up with the convoy, and informed the captain of the Dutch frigate, that he muſt examine the merchantmen, to ſee with what they were laden; who replied, that he would not ſuffer ſuch indignity to be offered to the States, but defend the ſhips committed to his care; and immediately fired at the boats which were ſent to board the merchantmen. Upon this Captain Adams fired a ſhot acroſs the frigate, which was returned by a broadſide; a ſmart action commenced, which terminated in a quarter of an hour, by the Dutchman ſtriking his colours, with the loſs of four men killed, her captain and four wounded. She was brought into the Downs with her convoy, which were found to be laden with naval ſtores for the French, and detained; the frigate was permitted to return to Holland.

The Terpſichore, of 26 ſix pounders, and 160 men, commanded by Captain John Ruthven, fell in with, and after an obſtinate engagement, captured the Marquis de Marcany, of 20 nine pounders, from Bourdeaux, bound to St. Domingo. The enemy had nine men killed, and eighteen wounded. The Terpſichore had five men killed; Captain Ruthven, and ſixteen wounded.

* Afterwards Lieutenant Governor of Greenwich Hoſpital.

The

[illegible] 1752

[illegible]

[illegible]

MEDITERRANEAN.

[illegible]

	£	s.	d.
[illegible]	[illegible]	3	3
[illegible]	[illegible]	13	0
[illegible]	[illegible]	14	2	3

* [illegible] 144

A.D.		l.	s.	d.		l.	s.	d.
1762	To 8 warrant officers,	4,336	3	2	each,	34,689	5	4
	To 20 petty officers,	1,806	10	10	each,	36,130	17	8
	To 150 feamen and marines, - - -	485	5	4	each,	76,132	13	0
	Total Active's fhare,			-		£ 251,020	12	0

Favorite's fhare.

To the captain,	-			-		64,872	13	9
To 2 comm. officers,	12,974	10	9	each,		25,949	1	6
To 7 warrant officers,	4,324	10	11	each,		30,273	8	5
To 16 petty officers,	1,802	0	4	each,		28,832	6	3
To 110 feamen and marines, - - -	484	2	5	each,		53,253	14	4
Total Favorite's fhare,			-			£ 203,181	4	3
Total Active's ditto,			-			251,020	12	0
Admiral and Commodore,			-			64,963	3	9
Sum total diftributed to the captors						£ 519,165	0	0

The Active being entitled to the whole bounty money, makes a difference in the fhares between the fhips.

The treafure was conveyed from Portfmouth to London in twenty waggons, decorated with the Britifh colours, flying over thofe of Spain, and efcorted by a party of failors: at Hyde-park-corner they were joined by a troop of light-horfe, and proceeded through the city amidft the acclamations of the people, to the Tower.

On the 23d of July, Captain Clements, in the Pallas, of 36 guns, was attacked in Cadiz bay by two large Spanifh Xebeques, one of 32 guns, and the other of 24. Captain Clements would have brought them both off in triumph, had not a fhip of the line pufhed out to their affiftance, which compelled the Pallas to fheer off.

On the 23d of October, Captain Tonyn, in the Brune, of 32 guns, being on a cruize off Carthagena, after an obftinate engagement, captured the Oifeau French frigate, of 26 guns, and 240 men, 49 of whom were either killed or wounded; among the latter was her commander, the Chevalier de Modene, who loft his right arm. The Brune had fix men killed, Captain Tonyn and 13 wounded. The Oifeau was added to the navy. In

A.D. 1762

In the month of November, Captain Clarke, in the Swallows, of 24 guns, being closely pursued by five French corsairs of war, took refuge in Vella Franca bay. One of the enemy's ships, La Minerve, commanded the pursuit; and, by way of bravado, ran in between the Swallows and the fort, and attempted to anchor; in doing which, the water shoaling, the ship, and the reinforcement which, we have mentioned, was sent to her assistance, but not found Captain Clarke, who, with the greater humanity, had left his boats, and saved the greater part of the crew, twenty-five only perished. For this brave act, the French commodore went on board the Swallows to thank Captain Clarke for the relief he had afforded his distressed countrymen.

The Hampshire packet, of eighteen guns and thirty men, commanded by Captain Bland, sailed from Faro to Gibraltar, was attacked near the Straits, by a vastly superior Spanish privateer. The privateer was a felucca-rigged, mounting twenty-four guns and two men, the second, a xebeque of twenty-two guns; the third, a felucca of twenty guns, and the others with a proportionate number of men. The action continued from eleven o'clock in the morning, until half past one; when the Spaniards hauled their wind, and put off in haste. The Hampshire had lost a man only, and got into Gibraltar the above-mentioned day, with her hull and rigging much cut.

NORTH AMERICA.

The British squadron, which it has already been observed, was sent under Monsieur de Tilly, on the [illegible] of St. John's, under [illegible] Monsieur de Hautcourt, consisted with [illegible] guns, [illegible] of war, [illegible] in the harbour, and [illegible] into the enemy's hands.

A detachment of British troops was sent to take possession of Trinity, Bonavista, Fogo, and the island of Carbonear, which [illegible] without opposition. Monsieur de Hautcourt [illegible] St. John's, [illegible] the harbour.

A. D. 1762 Captain Thomas Graves, who was at this time governor of the island, and lying in the harbour of Placentia, in the Antelope, was no sooner made acquainted with the arrival of the French squadron, and that they had landed a body of troops, than he dispatched the Syren frigate with the intelligence to Lord Colvill at Halifax. His lordship lost no time in collecting his force, and sailed to its relief.* He joined Captain Graves off Placentia, and proceeded from thence off St. John's harbour, where he arrived on the 25th of August, and blocked up M. de Ternay. On the 11th of September, Colonel Amherst joined the commodore with a body of troops from Louisbourg; a landing was immediately effected in Torbay, about three leagues from St. John's; the enemy made an attempt to oppose it, but were repulsed with some loss, and retired into the fort of St. John's. On the 16th, a strong westerly wind, attended by a thick fog, forced Lord Colvill from his station before the harbour; of which M. de Ternay availed himself, slipped his cables, and stood to sea.

On the 18th, M. de Haussonville finding that he was deserted by the French squadron, and that it was impossible to hold out any longer, offered terms of capitulation; which being accepted, the French became prisoners of war; and the whole island fell again into the possession of the British.

The Harriot packet, on her passage from New York to Falmouth, was attacked by a French privateer double her force, which she obliged to sheer off. The captain of the Harriot was presented with a hundred guineas, and given the command of a Lisbon packet as a reward for his bravery.

The Spanish war created a great spirit of enterprize amongst private adventurers; the most remarkable that occurred, was an expedition planned and undertaken by some rich merchants, in conjunction with the Portuguese, against the Spanish settlement of Buenos Ayres. For this purpose they purchased from government two ships of war, the Kingston, of 50 guns, which they named the Lord Clive, and the Ambuscade frigate. The command of the expedition was conferred on Captain Macnamara, an officer of merit and experience, formerly a commander in the service of the East-India Company.

* Appendix, Chap. II. No. 145.

So ſoon as the ſhips were ready they ſailed for Liſbon, where they were joined by two Portugueſe men of war and [illegible], laden with ſtore and proviſions*. On the [illegible] of Auguſt this armament took its departure from the Tagus, and on the 2d of November entered the river de la Plata: ſoon after they captured a Spaniſh armed ſchooner, which crew informed Captain Macnamara that the Spaniards had already commenced hoſtilities, and taken the Portugueſe ſettlement of Nova Colonia. It was therefore determined to recover this place before the Spaniards ſhould proceed againſt Buenos Ayres. On the [illegible] of December, when the ſhips came in ſight of it, they diſcovered two large Spaniſh frigates at anchor cloſe under the fort. The pilot having refuſed to carry the ſhips high enough up to attack the frigates; the commodore, on the [illegible] of the 24th, made an attempt with the boats to cut the frigates out, but was repulſed with ſome loſs. He began to give up all hopes of ſucceſs againſt this place, and dropped down the river in order to attack Monte Video; but the next day a ſmall Portugueſe veſſel arrived with diſpatches for the commodore, whoſe maſter was an excellent pilot for the river, and offered to carry the ſhips within piſtol-ſhot of Nova Colonia. The commodore readily accepted this offer, and again ſtood up the river with the ſquadron. On the 6th of January 1763, the Lord Clive and Ambuſcade [illegible] the enemy's batteries and [illegible]; a furious cannonade commenced and continued [illegible] in the [illegible], when the enemy's [illegible] [illegible] Lord Clive, [illegible] [illegible] [illegible] [illegible] crew, [illegible] Ambuſcade was [illegible]

A.D. 1762

	Guns.	Men.	Commanders.
* [illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

A.D. 1762 assistance to her unfortunate companions, and no longer able to oppose the enemy; Captain Roberts cut his cable, and retired out of the reach of shot. After having repaired the damages he had sustained in the action, he proceeded to Rio Janario.

Thus terminated an expedition, which on the outset had the most flattering prospect of success.

The humanity and benevolence with which the Spaniards treated those of the unfortunate crew of the Lord Clive, who had escaped the flames and swam to the shore ought ever to be held in remembrance. They considered them no longer as enemies, who came to plunder and destroy their settlement; but treated them with the greatest tenderness, and furnished them with clothes and every necessary refreshment.

LEEWARD ISLANDS.

On the 5th of January Rear-Admiral Rodney sailed from Carlisle bay, Barbadoes, with a strong squadron of ships of war and a large fleet of transports, having on board 13,965 land forces, under the command of Major-General Monckton, destined for the attack of Martinico; at the same time Commodore Swanton was detached with five sail of the line to destroy the enemy's batteries, and to make a diversion in Fort Royal bay*. On the 8th the Admiral anchored the fleet in St. Anne's bay, where a large body of troops were landed and batteries erected. It was soon after found that this situation was by no means likely to make any effectual impression on the enemy. The admiral and general therefore determined to alter their plan of operations, reimbarked the troops and proceeded to Fort Royal bay; on the 16th the troops were landed, together with a detachment of seamen, who drew the heavy artillery with great perseverance and undaunted courage over steep mountains, often exposed to a galling fire from the enemy's batteries. The siege of Fort Royal continued until the 4th of February, when it surrendered; and on the 16th the whole island was in possession of the British. The loss sustained on this expedition did not amount to more than 206 men. The Raisonable, of 64 guns, struck on a reef of rocks when standing in to attack a battery,

* Appendix, Chap. II. No. 146

and

[illegible] and [illegible] were [illegible] A.D. 1762
[illegible] Grenadiers and Grenadiers [illegible] were [illegible] with [illegible] Road; they were each [illegible] with [illegible] to be a [illegible].

[illegible] of St. Lucia, Grenada, and St. Vincent, were [illegible] by Commodore Swanton and the [illegible] Captain Harvey.

On the [illegible] the French [illegible] M. [illegible] with [illegible] their West-India [illegible], [illegible] La Trinité, on the windward of Martinique. The [illegible] admiral to [illegible] was informed of the state of [illegible] and the other [illegible], then [illegible] away for St. Domingo. The [illegible] Rodney [illegible] the [illegible] French [illegible] his ships and [illegible] the [illegible] damage [illegible] after [illegible] known to him, he [illegible] to Martinique, [illegible] and a [illegible], which [illegible] by Captain [illegible], of the Hornet sloop of war, to inform the admiral of the rupture between Great Britain and Spain, which was confirmed by the capture of a Spanish packet boat, charged with similar dispatches to the governors of the British settlements in the West-Indies. Admiral Speed [illegible] having also arrived at the Havannah, [illegible] Rodney was appointed [illegible] that under Monsieur [illegible], [illegible] with the [illegible] to the relief of Jamaica. On the [illegible] of March, [illegible] the admiral was on the point of [illegible] Christophers, Captain [illegible], in the Resolution, arrived [illegible] with [illegible] and [illegible] Admiral [illegible] St. Christophers, with [illegible] and [illegible] Admiral Rodney [illegible] Sir Hugh Douglas [illegible] the

A. D. 1762 ſquadron at Jamaica, and to prepare it for the arrival of Sir George Pocock; he ſent another ſquadron under Commodore Swanton to cruize off the Spaniſh main, and returned himſelf to St. Pierres Martinique*.

On the 20th of April Sir George Pocock arrived in the Namur at Barbadoes, after a long and tempeſtuous paſſage. On the 24th he ſailed, and on the 26th joined Rear-Admiral Rodney at Martinique. On the 6th of May Sir Geo. Pocock and the Earl of Albermarle having completed their arrangements for the expedition againſt the Havannah, ſailed from Martinique, leaving a ſufficient ſquadron under the command of Rear-Admiral Rodney, for the protection of the Leeward iſlands†. This expedition falling under the occurrences at Jamaica, we ſhall now proceed to the operations on that ſtation.

JAMAICA.

Commodore Forreſt, who commanded on this ſtation, received early information of the arrival of M. de Blenac at Cape Francois, by Captain Carteret, of the Merlin ſloop of war, who fell in with the French ſquadron in the night, when he was on a cruize off the Cape. By a maſterly manœuvre Captain Carteret ſo effectually deceived the enemy as to make him believe the Britiſh ſquadron was in ſight and in purſuit. This created ſo much confuſion on board the French ſhips, that in their eagerneſs to ſecure a retreat, one of their ſhips (the Dragon) of 64 guns, in entering the cape, ſtruck on a ſand-bank and was totally loſt. Commodore Forreſt's anxiety for the ſafety of Jamaica was ſoon relieved by the arrival of Sir James Douglas with nine ſail of the line.

On the 3d of April Captain Carket, in the Huſſar frigate, attacked four large French armed ſhips, which had taken ſhelter under a fort in Tiberoon bay. He burnt one of 16 guns, ſunk another of 16 guns, and cut out two, one of 16, the other of 12 guns, laden with indigo and flour. The Huſſar had one man killed, and 12 wounded; the enemy had 17 men killed, and 35 wounded. In May the Huſſar being on a cruize off Hiſpaniola,

* Appendix, Chap. II. No. 147.
† Appendix, Chap. II. No. 148.

ſtruck

struck upon a rock and was lost, her crew, excepting three, were saved. A. D. 1762

On the 8th of May Admiral Pocock was joined in the Mona Passage, by the squadron under the command of Captain Harvey, who was cruising to block up M. de Blenac at Cape François; and on the 23d by that under Sir James Douglas from Jamaica. The admiral having now collected his whole force, which consisted of above two hundred sail, came to the resolution of going through the old straits of Bahama, as the most expeditious, although the most intricate and hazardous passage. To avoid accidents as much as possible, he directed boats or vessels to lye upon the most dangerous shoals on each side, and formed his fleet into seven divisions, each to be led by a ship which were [illegible] three [illegible]. Captain Elphinstone, in the Richmond frigate, who had been through the straits, and had made very accurate remarks on the land, and Cays, was ordered to lead the fleet, which service he performed with much skill and judgment. On the 2d of June, the Alarm and Echo being ahead gave chase to four sail. At two in the afternoon the Alarm came up with two of them, and after an action of three quarters of an hour obliged them to strike. One proved to be the Thetis, a Spanish frigate of 22 guns and 180 men; [illegible] were killed, and 14 wounded. The other, the Phoenix, [illegible] 18 guns [illegible]. The Alarm had [illegible]

On [illegible]

[illegible]

[illegible]

D.A. 1762 reſerve under Captain Wheelock. A body of the enemy appearing on the ſhore to oppoſe the landing of the troops, the commodore ordered the Mercury and Bonetta to ſcour the beach, which they completely effected, and the troops were landed without oppoſition. A more conſiderable body of the enemy ſhewing a diſpoſition to diſpute the paſſage of the Cozemar river, the commodore directed Captain Harvey in the Dragon to proceed againſt a battery at the entrance of that river, which he ſoon ſilenced and diſperſed the enemy. A detachment of ſeamen and 800 marines were landed to co-operate with the army in proſecuting the ſiege. On the 1ſt of July the admiral ordered the Dragon, Cambridge, and Marlborough to attack the Moro; and in order to draw off the enemy's attention from theſe ſhips, the Stirling Caſtle was directed to lead in until the firſt ſhip ſhould be placed, and then to make ſail and ſtand out to the fleet; but Captain Campbell, her commander, having neglected to execute this ſervice in conformity to the orders he had received, was the cauſe of the Dragon getting aground, by which accident ſhe became for ſome time expoſed to a heavy fire from the enemy, and was with great difficulty got afloat. After the ſiege Captain Campbell was tried by a court-martial, and ſentenced to be caſhiered. The Dragon, Cambridge, and Marlborough, ſuſtained a furious cannonade from eight in the morning until three in the afternoon; when they were obliged to retire in a moſt ſhattered condition. Captain Gooſtrey, of the Cambridge, fell early in the engagement; his place was ably ſupplied by Captain John Lindſey, of the Trent frigate. The loſs on board of each ſhip was as follows, viz.

Ships.	*Killed.*	*Wounded.*
Cambridge	24	95
Dragon	16	37
Marlborough	2	8
Total	42	140

On the 30th of July a practicable breach was made in the Moro caſtle, and it was on the ſame day reſolutely carried by ſtorm, with ſo inconſiderable a loſs as only two officers and thirty men; the ſlaughter among the Spaniards was immenſe. Don Louis de Valaſco, captain of a ſhip of war,

A.D. 1762

was and governor of the fort, made a moſt gallant de- [illegible]; he was mortally wounded, and his ſecond, the Marquis de Gonzales was killed. His Catholic Majeſty [illegible] the fate of the brave Don Valaſco, created [illegible] Viſcount Moro, and directed that for ever after [illegible] ſhould be a ſhip in his navy called the Valaſco.

On the 12th of August the Spaniards hung out flags of truce from the town, fort Le Puntal, and the admiral's [illegible]. On the 13th the capitulation was ſigned, and on [illegible] day the Britiſh were put in poſſeſſion of the [illegible]. The money, valuable merchandize, with the military and naval ſtores, which were found in the town and [illegible], amounted to near 3,000,000l. ſterling. By [illegible] this place the Spaniſh navy received a ſe- vere blow. Nine ſail of the line were taken in the harbour [illegible]; two in the docks, which were burnt by our [illegible], and three others were ſunk at the entrance of the [illegible]. This important conqueſt [illegible] without a conſiderable loſs on our part, the killed, wounded, miſſing, and thoſe who died by ſick- neſs, which [illegible] to a great degree, during and after the [illegible], amounted to above 1,700 officers and men, exclu ſive of thoſe who fell a ſacrifice to the unwholeſomeneſs of the climate on board the fleet.

Sir George Pocock firſt brought the honourable Captain [illegible] on the Dragon with his diſpatches; and Captain [illegible] with [illegible] from the Earl of Albe- [illegible]. Captain Harvey on his paſſage took a French ſhip [illegible].

[illegible] and Hampton Court took [illegible] two Spaniſh frigates, the Venganance [illegible] the Marquis de [illegible].

On [illegible] Captain [illegible] of [illegible] guns, and [illegible] the [illegible] Captain [illegible], [illegible] by the Rippon and [illegible].

[illegible] capture of [illegible] conſiderable to the [illegible]. The inferior officers, [illegible] and under

[illegible]

A.D. 1762 reward for the bravery they had ſhewn, and the hardſhips they had endured on ſo perilous and fatiguing a ſervice, as will be ſeen by the following ſtatement:

Abſtract of the prize-money paid to the navy at five ſeparate payments.

Officers and Seamen.		*Sum.* l.	s.	d.	To each. l.	s.	d.
To the	Admiral -	122,697	10	6			
	Commodore -	24,539	10	1			
42	captains - -	67,225	0	11¼	1600	10	10
183	lieutenants -	42,944	2	8	234	13	3
363	warrant officers	42,944	2	8	118	5	11¾
1303	petty officers -	22,494	10	11	17	5	3
12,100	ſeamen and marines	45,247	13	7	3	14	9¼
	Total -	368,092	11	5			

To the Army.

Officers and Privates.		*Sum.* l.	s.	d.	To each l.	s.	d.
	To the General	122,697	10	6			
	Lieut. Gen. Elliot	24,539	10	1			
2	major generals	13,633	1	1	6816	10	6½
7	brigadier generals	13,633	1	1	1947	11	7
51	field officers	28,692	8	5	564	14	6
185	captains	34,082	12	10¼	184	4	7¼
599	ſubalterns	69,528	11	11	116	3	0¼
763	ſerjeants	6,816	10	6½	8	18	8
749	corporals	5,112	7	10½	6	16	6
12,100	privates	49,419	16	8¾	4	1	8
	Total -	368,092	11	1¼			

On the 3d of November Sir George Pocock with a part of the ſquadron*, and about 50 tranſports, ſailed from the Havannah for England, leaving the remainder under the command of Rear-Admiral Keppel. The Admiral had a tolerable paſſage, until he was within 200 leagues of the channel, when the wind veered to the eaſtward, and increaſed to a violent ſtorm, which continued ſeveral days and diſperſed the fleet. The Temple and twelve tranſ-

* Appendix, Chap. II. No. 149.

ports

A.D.
1012

A. D. 1762 tacked a large Spanish ship of 40 guns, which had taken shelter in a bay in the island of Porto Rico; after a smart action, which lasted two hours, he obliged her to strike: she proved a most valuable prize, bound to Cadiz from the Caraccas. For this gallant action, Captain Clarke was made post.

EAST-INDIES.

In the month of June, the Argo frigate arrived at Madras from England: Captain Richard King, her commander, brought out intelligence of hostilities having commenced against Spain; and orders for Vice-Admiral Cornish to proceed with the utmost dispatch to the attack of Manilla. Colonel Draper* was sent out to command the land forces. The admiral immediately dispatched the Seahorse, Captain Grant, to cruize off the Philipine islands, in order to intercept all vessels that might be bound to Manilla. In the course of three weeks the troops were all embarked, and every thing ready for this important enterprize. On the 29th of July, Commodore Teddiman sailed with the first division of the fleet; and on the 1st of August the admiral followed with the remainder,† except the Falmouth, which was left at the request of the presidency of Madras, to convoy the Essex Indiaman, she having on board the treasure for the China ships.

On the 19th, the fleet anchored at Malacca, where it took on board water and refreshments. On the 27th it sailed; and on the 23d of September it arrived in Manilla bay, to the great surprize of the Spaniards, who had not yet heard of the war, and were ill prepared for so sudden an attack.

The next morning the town was ineffectually summoned; it was therefore resolved to make an immediate descent. The Argo, Seahorse, and Seaford frigates, were ordered to anchor close in shore, to cover the landing of the troops; which, in the course of the evening was effected with some difficulty, under the direction of the Captains Parker, Kempenfelt,‡ and Brereton, through a most violent surf, by which many of the boats were dashed to pieces, a quantity of arms and ammunition damaged; but fortunately no lives

* The late Sir William Draper, K. B.

† Appendix, Chap. II. No. 150.

‡ The late gallant admirals Sir Hyde Parker and Kempenfelt

were

were left. The enemy had collected an force to oppose the landing; but the [illegible] directed a bank connonade from the frigate, [illegible] them to retire. The troops reinforced by [illegible] marines, landed and [illegible] on the beach [illegible] On the 26th, a battalion, composed of [illegible] men, was landed to co-operate with the army under the command of the Captains Collins, Pitchford, and Ourry. On the 27th, in order to divide the enemy's attention, and [illegible] the operations of the army, the commodore ordered the Elizabeth and Falmouth to anchor as close to the town as the depth of water would permit, and to cannonade the part pointed to be attacked. Although the water was too shoal for the ships to approach near enough, their fire had the desired effect; throwing the inhabitants into the greatest terror and confusion.

A.D. 1762.

On the 1st and 2d of October, it blew a most violent storm, attended by torrents of rain, which endangered the whole squadron. The South Sea Company's store ship was driven adrift, fortunately without being materially injured; and in such a situation as proved extremely useful; her broadside enfiladed the beach, which enabled her to land the intrenching tools, stores, and provisions (with which she had lately arrived) without molestation. By the united efforts of the sea and land forces, the fleet was carried on with the greatest spirit and activity. The enemy made several desperate attempts to storm our batteries and intrenchments; but were each time repulsed with a dreadful carnage, as the troops [illegible] composed on this service were [illegible] armed only with bows and arrows, [illegible] rushed on to the very muzzles of our guns, and died like wild beasts, gnawing the [illegible]

On [illegible] a [illegible] which was made in the enemy's works, [illegible] the fort was [illegible] stream. [illegible] retreated to the [illegible] they were [illegible] The [illegible] the city from [illegible] marines [illegible] agreement to [illegible] Our [illegible] was to be [illegible] to the Half-Moon Company, for

A.D. 1762 the aid they afforded on the expedition; and the following was the only ſum ever diſtributed to the captors:

	l.	s.	d.
To the admiral, general, and commodore,	14,120	12	9
To the captains of the navy, and field officers in the army, each -	1,539	0	8
To the lieutenants and maſters of the navy, and captains of the army, each	165	4	8
To the warrant officers of the navy, and ſubalterns of the army, each	89	0	5
To the petty officers of the navy, and non-commiſſioned officers in the army, each	30	1	0
To the ſeamen and ſoldiers, each -	6	0	0

Several large ſhips were taken in the harbour; and a conſiderable quantity of naval and military ſtores were found in the royal magazines, which enabled the admiral to refit the fleet, now become in a moſt reduced and crippled condition.

The loſs ſuſtained during the ſiege was very inconſiderable, when compared with the hardſhips and fatigue to which the troops and ſeamen were conſtantly exp ſed. Four officers were killed, ve wounded, and two drowned. Twenty-eight ſeamen and ſoldiers were killed, one hundred and ſix wounded, and eleven drowned.*

Captain Richard Kempenfelt† was appointed to act as governor of the citadel of Cavite; and was afterwards entruſted with the admiral's diſpatches to England.

The colours taken at Manilla, at the requeſt of General Draper, were hung up in the chapel of the college at Cambridge, of which he was a member. His Majeſty made him a knight of the Bath; and Admiral Corniſh was created a baronet of Great Britain: they alſo received the thanks of both houſes of parliament.

* Officers killed.--Major Moore, Captain Strachan, 79th regiment --Lieutenant Potter of the Norfolk—Lieutenant Fryar, killed by the Indians when conducting the Spaniſh Governor's Secretary into the town with a flag of truce.

Commodore Tolldiman drowned the day after the ſurrender of Manilla, in attempting to croſs the bar of the river in his barge.—Lieutenant [illegible], of the company's troops, drowned in the landing.

† Lieutenant Royal George at Spithead in the year 1782, then rear-admiral of the blue.

During

During the ſiege, Admiral Corniſh received intelligence that the galleon St. Philipina, was on her paſſage from Acapulca to Manilla. The Panther and Argo were inſtantly ſent in queſt of her. On the 3 th of October Captain Parker diſcovered a large ſail off the iſland of Capul, and gave chace. A rapid and adverſe current obliged the Panther to anchor; but the Argo got alongſide of her, and after a ſmart action of two hours, Captain King was compelled to ſheer off to repair his damages. At nine the next morning the Panther came up with the chace, and engaged her within muſket ſhot until eleven, when ſhe ſtruck, and proved to be the Saintiſſima Trinidada, which had ſailed from Manilla on the firſt of Auguſt, bound to Acapulca; but having encountered a heavy ſtorm, was diſmatted, and on her return to refit. She was pierced for ſixty guns, but had only thirteen mounted, and eight hundred men. The money and merchandize found on board were eſtimated at three millions of dollars. In the mean time the Philipina had arrived at Palapa, a port on the iſland of Samar. The governor and principal merchants of Manilla entered into an agreement with Admiral Corniſh and General Draper, that the galleon ſhould be given up to the Engliſh, with all her treaſure and plate on board, provided they might be allowed to take out of her as much money as would pay off the remainder of the four million of dollars which was due for the ranſom of the city. The admiral and general having acceded to this propoſal, the Argo and Seaford frigates were diſpatched to Palapa, with a deputation from the governor of Manilla, ordering the general of the galleon to deliver her up to the Engliſh. The captains of the frigates uſed every effort for three months to beat through the Straits of Emboccadero, againſt a ſtrong N. E. monſoon, during which time they encountered very tempeſtuous weather; and were frequently in imminent danger of being loſt. They were at laſt obliged to bear away for Manilla without effecting their purpoſe, in a much ſhattered condition, and in great want of proviſions.

Soon after Admiral Corniſh ſailed for the coaſt of Coromandel, leaving the Falmouth and Seaford for the protection of Manilla; and with orders for Captain Barrington to take on Palapa to take poſſeſſion of the galleon as ſoon as the ſeaſon would permit. This commiſſion never appears to have been executed, as nothing more was ever heard of the cargo of the Philipina; and the Spaniſh government re-

A.D. 1762

A.D. 1762 fused to pay the two million of dollars due for the ransom. In future it ought to be a lesson for British commanders on such occasions to be cautious how they take hostages.

Captures made during this year.

Taken from the enemy - -	120

1763 The supplies granted by Parliament for the current year were as follows:

	l.	*s.*	*d.*
For 30,000 seamen, including marines and ordnance for sea service -	1,560,000	0	0
For the ordinary of the navy, including half pay to sea and marine officers	380,661	3	11
Towards the buildings, rebuildings, and repairs of his majesty's ships -	100,000	0	0
Towards completing the naval hospital at Plymouth - - -	3,000	0	0
Towards the support and relief of seamen who cannot be provided for within the royal hospital at Greenwich - - - -	10,000	0	0
Total supplies for the navy -	2,043,661	3	11

The total supplies for this year amounted to 14,199,375l. 16s. 6d.

The preliminaries of a general peace, which had been signed at Fontainbleau in the preceding November, were ratified on the 10th of February of this year, and proclaimed in London on the 22d. The complement of men for the sea service was reduced to 16,000, including 4217 marines. The fleets on foreign stations were ordered home, and the whole paid off; about twenty sail of the line were recommissioned as guardships; and the officers appointed to command his majesty's squadrons were as follows, viz. At Portsmouth, Vice-Admiral Holbourne; at Plymouth, Vice-Admiral Pye; in the Mediterranean, Commodore Thomas Harrison; North America, Rear-Admiral Lord Colvill; at Newfoundland, Commodore Palliser; at the Leeward islands, Rear-Admiral Sir William Burnaby*; Jamaica, Rear-Admiral Richard Tyrell; Africa, Captain Archibald Cleveland; and in the East-Indies, Commodore Tinker†.

* Creations bestowed 24 October, 1767.

† Appendix, Chap. II. No. 121. Chap. I. No. 17. State of the Navy, and Chap. III. No. [illegible] and [illegible], the loss sustained by each power at [illegible] the list of [illegible] officers, as it stood at the peace, see 1762, page 369.

The

The following are the articles of the treaty of peace most connected with naval events: A.D. 1763

Great Britain to gain the whole province of Canada, with the Islands of St. John's and Cape Breton, and that part of Louisiana which is on the east side of the river Mississippi, the town of New Orleans excepted, and the free navigation of that river.	France in return had liberty to fish in the Gulph of St. Lawrence; but not within three leagues of the continent, or islands belonging to Great Britain; and out of the Gulph, not within fifteen leagues of the island of Cape Breton. The right of drying their fish on no other part of the coast of Newfoundland but Cape Bona Vista to the northward, and from thence round the western side, as far as Point Riche. The islands of St. Pierre, and Miquelon, were ceded to France, as a shelter for their fishermen, on condition that no fortifications, or other buildings were to be erected thereon, but for the convenience of their fishery.
Great Britain to keep the islands of Grenada, the Grenadines, and the neutral islands of St. Vincent, Dominica, and Tobago.	France had leave to keep Martinico, Guadaloupe, Marigalante, and St. Lucia.
Fort Senegal on the coast of Africa.	The island of Goree restored to France.
	All the conquests made by Great Britain in the East-Indies, were [illegible] the French [illegible] provinces [illegible]
Great Britain to have the island of Minorca, on the same conditions when conquered.	The island of Belleisle to be [illegible] France on [illegible] which was conquered.

A. D. 1763 The batteries and forts next the ſea, together with the Carnattic, or ditch round Dunkirk, to be deſtroyed.

The towns of Oſtend and Newport to be given up to the Auſtrians.

With Spain.

Great Britain to be permitted to cut logwood, build houſes and magazines in the bay of Honduras, but not to erect fortifications. Spain not to fiſh on the banks of Newfoundland. To reſtore all places ſhe may have conquered from Portugal; and cedes the province of Florida to Great Britain.

Spain to have reſtored the Havanna and its dependencies.

Immediately on the peace taking place the Marine Society, with that liberal ſpirit which at all times ſeems to animate its exertions, came to the reſolution of receiving and making a proviſion for all boys under ſixteen years of age, who have been, or may be diſcharged from his majeſty's ſervice, by putting them out apprentices in the merchant ſervice, on producing certificates of their good behaviour from their reſpective officers; or providing for them in other branches of trade: accordingly 295 boys made application and were provided for.

A plan was propoſed and preſented to the lords of the admiralty, by the lieutenants of the navy, for eſtabliſhing a nurſery for ſeamen in time of peace, which was to employ 250 ſail of ſuch of the frigates, armed ſhips, &c. that might be judged beſt calculated for the Greenland fiſhery, making altogether 125,000 tons of ſhipping; to be commanded by lieutenants, having under them 1,500 petty officers, and manned with 17,000 ſeamen; to be paid by government, and ſubject to the ſame regulations as in the king's ſervice. As a further encouragement, they ſhould be entitled to the ſame bounties and privileges as ſhips crews employed by the merchants in the whale fiſheries at Greenland and Davis's Straits. From an eſtimate of the gains made by the Dutch in this fiſhery; it appeared that after

after all the charges of wear and tear of the ships employed, there would be a profit of 1[illegible]0,000 l. yearly. This plan does not seem to have been approved by the admiralty, as it was never adopted. A.D. 1793

A large body of sailors presented a petition to the king, requesting to have their R[illegible] taken off. His majesty was graciously pleased to grant the request to all those who should appear by the books at the navy office, to have defaced and entered again on board a king's ship. A petition was also presented by another body of sailors, requesting the payment of their prize money, which, according to custom, after a certain time, had been paid to Greenwich hospital.

On the 2[illegible]th of October the shifting of the monsoon, on the coast of Coromandel, was attended with a violent storm, several vessels in Madras road foundered, others were driven ashore and beat to pieces, the most of whole crews miserably perished. The Norfolk, America, and Weymouth, were under the necessity of putting to sea, and returned a few days after dismatted, and in a very leaky condition.

His royal highness the Duke of York embarked on board the Centurion, and proceeded to the Mediterranean with Commodore Harrison.

An account of the number of seamen and marines employed during the year, with the number that appears to have been killed in action or by accident; also those who died of sickness or mutiny.

Number of seamen and marines employed		-	184,893
Killed in action or by accident	1512	Total	135,220
Died of sickness or mutiny	13357		
Remaining on the books at the navy office		-	49,673

Among them, exceptingl 16,[illegible], were paid off.

Supplies granted by parliament for this year. 1794

		s.	d.
For 16,[illegible] men for the service, including 4287 marines, and ordnance for sea service - - -	832,[illegible]	[illegible]	0
For the ordinary of the navy, including half pay to sea and marine officers	338,[illegible]68	11	9
For carrying on the building of the navy hospital at Plymouth -	3[illegible]		

A.D. 1764	Towards the ſupport and relief of ſuch worn out and decrepid ſeamen who cannot be provided for in Greenwich hoſpital - - - -	10,000	0 0
	Towards the buildings, rebuildings, and repairs of his majeſty's ſhips, &c.	200,000	0 0
	Towards paying off and diſcharging the debt of the navy - - -	650,000	0 6
	For paying a bounty of 2s. 6d. per day to 15 chaplains; and of 2s. per day to 15 more chaplains, who have ſerved longeſt on board his majeſty's ſhips of war, provided it appears by the books of the ſaid ſhips, that they have been actually borne and muſtered thereon for the ſpace of four years during the late war with France and Spain; and provided likewiſe that ſuch chaplains do not enjoy the benefit of ſome eccleſiaſtical living, or preferment from the crown, or otherwiſe of the preſent annual value of 50l.	1,231	17 6
	To Samuel Touchet, merchant of London, for the expence he has incurred in fitting out ſeveral veſſels employed in the late ſucceſsful expedition for the reduction of the French forts and ſettlements in the river Senegal, and to ſatisfy him for all ſuch of the ſaid veſſels as were loſt, or taken into his majeſty's ſervice.	7,000	0 0
	Supplies for the navy - - -	2,101,800	9 9

The total ſupplies for the year amounted to 7,712,562l. 18s. 7d.

Another trial was made of Mr. Harriſon's time-keeper on board the Tartar frigate, commanded by Captain John Lindſay, who was ordered to receive him on board and proceed to Barbadoes. On the 28th of March ſhe ſailed from Spithead, and arrived at Madeira on the 19th of April. The correctneſs of the time-keeper is ſet forth in the following certificate.

Madeira,

A.D. 1764.

"*[illegible]*, *April* 19, 1764.

"I do hereby certify, that yesterday, at four in the afternoon, Mr. William Harrison took two altitudes of the sun, to ascertain the difference of longitude given by the time-keeper from Portsmouth; according to which he declared to me, we were at that time [illegible] westward of Porto Santo. I then [illegible], and at one o'clock this [illegible] saw the island, which exactly agreed with [illegible].

"*[illegible]*

"*[illegible] Tartar.*

"JOHN LINDSAY."

As [illegible] of May, Mr. Harrison [illegible] from the [illegible], and the next morning at day-light it was [illegible], corresponded exactly with his account [illegible]. Mr. Harrison returned to England in a [illegible], and arrived in London on the 18th of July, [illegible] by the clock examined that day by the [illegible], that the time-keeper only differed 15 seconds [illegible], allowing for the variation of the thermometer [illegible]; but without allowing for such variations, and [illegible] of the uniform [illegible] in a day, it has then gained 54 [illegible].

[illegible] and two [illegible], were sent [illegible] St. Domingo [illegible]. On a complaint [illegible] to the court of [illegible] of this measure, [illegible] authorized [illegible] to the Count D'[illegible] St. Domingo, [illegible] the island [illegible], [illegible] reparation for any damage which [illegible].

[illegible]

A.D. 1764 The board of admiralty ordered a ſixty gun ſhip at Woolwich to be fitted with Mr. Cole's new invented pump, to prove its utility previous to its being introduced into the navy.

On the 11th of July, Admiral Corniſh* arrived at Spithead from the Eaſt-Indies, in the Norfolk, with the Elizabeth, America, and Chatham.

This year the officers of his majeſty's navy were ſworn to act as cuſtom-houſe officers on the coaſt of America, as well as in the Britiſh channel. The variety of miſtakes and diſputes which this appointment created, was productive of ſo many complaints from the American and Weſt-India merchants, that the admiralty releaſed the officers of the navy from a ſervice which they conſidered as degrading to their ſituation.

As an encouragement to the artificers in his majeſty's dock-yards, one man out of fifty who had ſerved, with a good character for 30 years, was ordered to have a penſion of 20l. per annum.

On the 3d of July, his majeſty's ſhip Dolphin, of 20 guns, commanded by the honourable Captain John Byron, and the Tamer ſloop of war of 14 guns, Captain Mouat, ſailed from Plymouth on a voyage of diſcoveries. After ſtopping at Madeira and the Cape de Verds, they proceeded to Rio Janeiro, on the coaſt of Braſil. On the 16th of October the commodore ſailed from thence, and ſoon after made the ſhips companies acquainted with the nature of his expedition; and that the lords commiſſioners of the admiralty had, in conſideration, promiſed to allow them double pay, provided they behaved themſelves to the ſatisfaction of their officers during the voyage. On the 21ſt of November the ſhips anchored in Port Deſire, where they found ſeveral wells of freſh water not far from the beach, out of which they completed their ſtock; and on the 5th of December ſailed in queſt of Pepy's Iſland. After cruizing ſeveral days without being able to diſcover it, and the weather extremely ſtormy, the commodore bore away for the Straits of Magellan. On the 18th of December, being off the coaſt of Patagonia, ſeveral of the natives were obſerved to be making ſigns of invitation for them to land. Mr. Byron, accompanied by ſome of his officers, and a boat's crew well

* On the 1ſt of February, 1766, Admiral Corniſh was created a Baronet of Great Britain.

armed,

armed, ventured on shore. He describes these people as by no means savage or rapacious in their disposition; they are of a gigantic stature, most of them measuring seven feet in height; their bodies were naked except the shoulders, over which were thrown skins of beasts; their faces were painted of different colours, so as to give them an hideous appearance. Many of them were on horseback, the women astride: the horses were not large, but extremely active; and they managed them with great dexterity. A pad served for a saddle without stirrups; the bridle was a thong of leather, and a piece of hard wood for a bit; they had also with them a number of dogs. Mr. Byron presented these Indians with some beads and ribbonds, with which they appeared highly delighted. Having quitted the coast of Patagonia on the 14th of January, 1765, being in the latitude of 51 degrees south, and longitude 63 degrees 22 minutes west, some small islands were descry covered, in one of which was found a most excellent harbour, where the ships anchored. Mr. Byron, in compliment to the first lord of the admiralty, gave it the name of Port Egmont. These islands were surveyed, and taken possession of for his majesty, by the name of Falkland's Islands. Mr Byron did not doubt but that these were the islands denominated by Cowley, Pepy's Islands. From hence the ships sailed to Port Desire, and having refitted and completed their water, one ship sailed for the Straits of Magellan; which, on the [illegible] of February, the commodore entered; but a continuance of unpleasant weather, accompanied with many other difficulties and dangers, prevented him from getting into the Pacific ocean before the end of April. Commodore Byron [illegible] N. W. On the 7th of June, [illegible] degrees two minutes south; longitude [illegible] minutes west, a cluster of small islands was discovered. [illegible] shore, several of the natives [illegible] with bows and clubs, coming [illegible]. Cocoa nut trees were seen in great [illegible]; and from the luxuriant appearance of most [illegible] expected. [illegible] shore to land, [illegible] was found to be inaccessible, [illegible] canoes, which [illegible] the shore, with [illegible]

A.D. 1764

A.D. to experience the effects of a moſt inveterate ſcurvy.
1764 Theſe iſlands extended to 15 degrees 10 minutes ſouth, and 169 degrees 28 minutes weſt, all appearing equally fruitful, and as equally inacceſſible; to the firſt Mr. Byron gave the name of King George's Iſlands; to the others, Prince of Wales's Iſland, the Iſlands of Danger, and the Duke of York's Iſland; from the laſt he procured about 300 cocoa nuts. The commodore continued ſteering to the N. W. until the 2d of July, when an iſland was diſcovered; and on their approach, ſeveral of the natives were obſerved coming off in canoes, but brought them no refreſhments, although the iſland abounded in cocoa-nuts. Theſe people were extremely ſavage in their manners, and ſhewed no deſire of intercourſe. The officers, in compliment to the commodore, named this Byron's iſland; it lies in the latitude of one degree 18 minutes ſouth, and longitude 173 degrees 46 minutes weſt. Leaving theſe inhoſpitable iſlands, he ſteered for Tinian, from thence to Batavia and the Cape of Good Hope; and on the 9th, 1766, anchored in the Downs, having performed a voyage round the world in twenty-two months and ſix days.

1765 Supplies granted by parliament for the preſent year.

	l.	*s.*	*d.*
For 16,000 men for ſea ſervice, including 4287 marines and ordnance,	832,000	0	0
For the ordinary of the navy, including half-pay to ſea and marine officers,	407,734	11	3
Towards the ſupport and relief of decrepid ſeamen, who cannot be provided for in Greenwich hoſpital,	5,000	0	0
Towards the buildings, rebuildings, and repairs of his majeſty's ſhips, &c.	200,000	0	0
Towards diſcharge of bills payable in courſe of the navy and victualling offices, and for tranſports,	1,500,000	0	0
Bounty to chaplains, as in the preceding year, - - -	1,231	17	6
Supplies for the navy, -	£2,945,966	8	9
The total ſupplies granted,	£7,763,090	13	0

On the 1ſt of July, the officers of the Panther were tried by a court-martial, on a charge exhibited againſt them by

Captain Tinker, their commander. The charges before [illegible] 1[illegible]
the [illegible] proved against the mate and second lieutenant, the [illegible]
were dismissed the service; but as they were only proved in
part against the third lieutenant, he was promoted, and
the matter acquitted.

In the same month a board of longitude was held at the
admiralty, when the marine tables for finding the longitude
at sea, by the Lunar method, invented by Mr. Wright,
were taken into consideration and approved. A thousand
pounds was voted to be advanced to enable the inventor to
carry it into execution; which, with Mr. Hugh Davis, qua.
Mr. Wales, of Greenwich, and Mr. Mayer, were appointed computers of a nautical Ephemeris, for the use of
navigation and astronomy.

About the middle of September, a violent hurricane in
the West-Indies, did [illegible] at
Martinique, Guadeloupe, Dominica, St. Christopher's and
Montserrat; a great number of [illegible] were lost, and
many [illegible].

The French fleet under Admiral [illegible] evacuated the Dutch settlements in Ceylon, [illegible]
of peace. Commodore Pallisser compelled Algiers to keep
within the bounds prescribed.

Vice-Admiral Sir William Parker, who commanded [illegible]
Jamaica, proceeded to the [illegible] Honduras [illegible]
the Bentinck other [illegible] Spanish.

[illegible] the
[illegible] Sandwich.

Supplies granted, [illegible]

[illegible]	£ [illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Supplies granted,	£ [illegible]	[illegible]
Total supplies granted,	£ [illegible]	[illegible]

A.D. 1766 On the 28th of March, Captain Tinker, of the Panther, lately returned from the Eaſt-Indies, was tried by a court-martial on board the Superbe, in Portſmouth harbour. The charges not being proved, he was very honourably acquitted. The court alſo gave further as their opinion, that he had, in every reſpect, behaved like an able and good officer, and worthy the command that had been repoſed in him.

In the month of Auguſt, his majeſty's ſhip the Dolphin was again fitted out to proceed on a voyage of diſcoveries, under the command of Captain Samuel Wallis. The Swallow ſloop of war, Captain Carteret, was ordered to accompany her until they ſhould have cleared the Straits of Magellan. On the 12th of April, 1767, they entered the Pacific Ocean, and ſeparated. The Dolphin ſteered to the weſtward, and the Swallow to the northward. On the 6th of June Captain Wallis diſcovered ſeveral iſlands lying between the latitudes of 19 and 13 degrees 18 minutes ſouth; and the longitude from 137 to 177 degrees weſt. To theſe he gave the following names, viz. Whitſunday, Queen Charlotte, Egmont, Glouceſter, Duke of Cumberland, Prince William Henry, Oſnaburgh, Boſcawen, Keppel, Wallis, and to the iſland of Otaheite, which has been ſo much ſpoken of, and frequented ſince, he gave the name of King George the Third's Iſland. After remaining at ſome of theſe iſlands to water, and refreſh the ſhip's company, Captain Wallis returned to England nearly on the ſame route with Captain Byron; and arrived in May, 1768.

We will now return to Captain Carteret, who, on the 12th of Auguſt, 1767, diſcovered a ſmall cluſter of iſlands which lye between the latitudes of 11 degrees 10 minutes, and 10 degrees 15 minutes ſouth; and from the longitude of 164 degrees 43 minutes, to 165 degrees four minutes weſt: to theſe he gave the name of Queen Charlotte's Iſlands. Here they were amply ſupplied with refreſhments, ſuch as hogs, poultry, cocoa nuts, plantains, bannanas, and other vegetable productions; until an unfortunate diſpute aroſe between the natives and ſailors, which cut off all friendly intercourſe; Captain Carteret therefore put to ſea, and ſoon after diſcovered three more iſlands between the ſeventh and ninth degree of ſouth latitude, and the 159th degree of weſt longitude. To theſe he gave the names of Gower, Simpſon, and Carteret's Iſlands: to the latter

latter a boat was sent to procure refreshments; but the natives attempting to cut her off, she was obliged to return to the ship. On the 26th of August, the Swallow anchored in a cove, on the island of New Britain. This island was found to be extremely fertile, affording a variety of fruits and vegetables: the cabbage tree is here in great abundance. The woods abound in birds; a most uncommon one was observed, whose plumage is black, and its note resembles the barking of a dog. The natives appeared inoffensive and friendly; their canoes are extremely large, some above ninety feet in length. On leaving this island, Captain Carteret passed through a strait, to which he gave the name of St. George's channel; and to the opposite island, New Ireland. Continuing to steer to the N. W. he discovered several other islands between the second and third degrees of south latitude, and the 148th and 146th degree of west longitude; these he named New Hanover, Portland, and the Admiralty Islands; they had the appearance of being very fruitful. On the 25th of September, in the latitude of 50 minutes north, and longitude 137 degrees, 51 minutes east, three small islands were discovered, to which Captain Carteret gave the name of the Freewill Islands, from the friendly manner in which the natives come off and bartered with the sailors, who they invited ashore, proposing to leave hostages for their safe return. One of those poor fellows, when the ship got under sail, felt so much attached to his new friends, that he could not be prevailed upon to go on shore. Captain Carteret shewed him every care and attention; but on the ship's arrival at the Cape, he was taken ill and died. The Swallow proceeded to Batavia, and from thence to England, and arrived at Spithead in the month of March, 1766. On her passage home, she fell in with La Boudeuse French frigate, commanded by M. Bougainville, who had sailed from France in the year 1766 on a voyage of discovery.

A. D. 1766

Supplies granted by parliament for the current year.

	£.	s.	d.
For 16,000 men for sea service, including 2287 marines, and ordinary of the navy	832,000	0	0
For the ordinary of the navy, including half pay to sea and marine officers	409,177	4	3
Towards the buildings, rebuildings, and repairs of his majesty's ships, &c.	298,144	0	0

1767

For

A.D. 1767	For purchasing a quantity of hemp to replenish his majesty's magazines,	30,000	0	0
	Towards discharging the debt of the navy, - -	300,000	0	0
	That the half-pay of the lieutenants of his majesty's navy, is unequal to the rank their commissions bear, and the time they have been in his majesty's service.			
	Supplies for sea service,	£1,869,321	4	3
	Total supplies granted for the year,	£8,527,728	0	6

A bill passed during the session of parliament, to erect a pier at St. Ive's, in Cornwall.

For the alteration which took place in the command of his majesty's squadron, see Appendix, Chap. II. No. 152.

On the 17th of September, died at Monaco, his royal highness the Duke of York, vice admiral of the blue; his corpse was put on board the Montreal frigate, commanded by Captain Philips Cosby, and brought to England. On the 1st of November she arrived at the Nore, where the Mary yacht was lying, which received his royal highness's remains, and proceeded with them to Greenwich On the 3d of November they were deposited in the royal vault in King Henry the Seventh's Chapel, Westminster. The following admirals supported the canopy over his royal highness's coffin:

Sir Edward Hawke, K. B.	Thomas Frankland, Esq.
Duke of Bolton,	Sir Charles Hardy, Knt.
Sir Charles Saunders, K.B.	Sir Samuel Cornish, Bart.
Francis Geary, Esq.	Sir Geo. Bridges Rodney, Bt

Sir Peter Denis, Bart. bore the train of the Duke of Grafton, who, as Garter principal king at arms, was chief mourner.

1768 Supplies granted by parliament for the current year.

	l.	*s.*	*d.*
For 16,000 men for sea service, including 4287 marines and sea ordnance,	832,000	0	0
For the ordinary of the navy, including half-pay to sea and marine officers,	416,403	0	0
Towards the buildings, rebuildings, and repairs of his majesty's ships, &c.	277,945	0	0

Upon

				A.D.
Upon account of the reduced officers and marines for 1768, -	132,434	0	0	1768
Supplies for the navy, -	£ [illegible]	[illegible]	[illegible]	
Total of supplies granted,	£ 8,[illegible]	11	2	

[illegible] Monsieur [illegible] to H[illegible] [illegible] was [illegible] and had [illegible] being too weak to [illegible] of H[illegible]'s troops, was obliged to [illegible] and made prisoners.

In the month of June, his royal highness the Duke of Cumberland [illegible] his flag [illegible] on board the Venus frigate, commanded by the [illegible] Captain Bar[illegible].

O[illegible] A[illegible], [illegible] of D[illegible] [illegible] M[illegible] [illegible] Captain [illegible]. His Death [illegible] Marines [illegible].

Mr. C[illegible], which had been [illegible] was [illegible] P[illegible] [illegible] water [illegible] - in 43 Seconds and a half.

[illegible]

[illegible]

[illegible]

[illegible]

A.D. 1768 Green was appointed aſtronomer. Mr. Banks (the preſent Sir Joſeph) and Dr. Solander, two gentlemen of extenſive knowledge in natural hiſtory, embarked on board the Endeavour as companions to Mr. Cook, whoſe inſtructions were to proceed to Otaheite; and after having made the neceſſary aſtronomical obſervations, to ſail on diſcoveries in the Pacific ocean, to explore the coaſt of New Zealand, and from thence to return to England. On the 3d of July, the Endeavour ſailed from Deptford; and on the 11th of April, 1769, ſhe arrived at Otaheite. The favourable accounts given of this iſland by our countrymen, who had before viſited it, were confirmed by Mr. Cook, who mentions the ſingular qualities of a tree which grows upon the iſland, whoſe nut will allure the fiſh to riſe on the ſurface of the water; and they become ſo ſtupified by its effects, that they are taken with the greateſt eaſe by the hand. Mr. Cook having completed the ſervice for which he was ſent to Otaheite, ſailed from thence, accompanied by one of the natives, from whom he learnt, that at the diſtance of a few leagues there were many more iſlands, which he diſcovered. From the friendly and courteous manner of the natives, he named them the Society Iſlands. At the end of ſix weeks he made the coaſt of New Zealand, which Mr. Cook accurately ſurveyed, and diſcovered it to be two large iſlands; he ſailed between them, and named the paſſage Cook's Straits. The iſlands are repreſented to be very fruitful, with a great quantity of fine wood growing on them. The only animals ſeen are dogs and rats. The natives are a wild ſavage race, delighting in war, and are reputed cannibals. Theſe iſlands are ſituated between the latitude of 34 degrees 22 minutes ſouth; and 47 degrees 25 minutes ſouth; longitude from 166 degrees eaſt, to 180 degrees eaſt. On the 31ſt of March, 1770, Mr. Cook took his departure from theſe iſlands; and on the 19th of April anchored in a bay on the coaſt of New Holland. The ſhore appearing to abound with a great variety of ſhrubs and plants, he gave it the name of Botany Bay. The natives reſemble those of New Zealand. Mr. Cook continued his courſe along ſhore, exploring the coaſt until the 10th of June, when at eleven at night the ſhip on a ſudden ſtruck with great violence on a rock; ſhe fortunately beat over it, but was found ſo extremely leaky, that with three pumps ſhe could not be kept free. At day-light the next morning

morning land was discovered at the distance of [illegible] leagues; on their approach the shore was bounded [illegible] a considerable distance with reefs of coral rock, over which a tremendous surf continually broke. It was impossible for them to anchor without the danger of perishing by shipwreck; the only expedient left was to tender a fall and draw [illegible] the ship, bottom, which in a short time had the [illegible] effect, and [illegible] the leak so much as to make it [illegible] to work only one pump. On the 14th, the weather being moderate, Mr. Cook stood in, and anchored about two miles from the shore. Upon exploring the coast a small harbour was discovered, into which they run the ship; as it had given them relief in the time of their distress, Mr. Cook named it Endeavour River. The leak being stopped, and having taken on board such refreshments as the place afforded, Mr. Cook pursued his voyage, steering along the eastern coast, and passed between New Guinea and New Holland, to the channel he gave the name of Endeavour Strait, being the first ship that had ever sailed through it. Mr. Cook, having now explored the whole eastern coast of New Holland, took possession of it in the name of his Britannic Majesty, under the appellation of New South Wales. He proceeded from thence to the island of Timor; then to Batavia; and on the 12th of June 1771, he arrived in England. A.D. 1768

Supplies granted by parliament. 1773

	£.	s.	d.
For the [illegible] seamen, including [illegible] seamen and landmen - - - -	332,8[illegible]	0	0
For the navy, including the ordinary, [illegible] and marine [illegible]	410,[illegible]	8	1
Towards [illegible], repairs, and [illegible] ships, &c.	282,413	0	0
Towards paying off and discharging [illegible] - - -	4[illegible],000	0	0
Supplies for the navy -	1,023,008	8	1
Total supplies granted -	£.[illegible]	[illegible]	10

In the month of June a French frigate lay at anchor off the Downs, without paying the usual compliment to the British flag. Captain John Holwell, who was the senior officer, being then on the Apollo frigate, [illegible] on board to demand the customary salute. The French captain

A.D. 1768 captain refuſed to comply, upon which Captain Hollwell immediately ordered the Hawke ſloop of war to fire two ſhot over her, when he thought proper to ſalute.

The Court of Directors of the Eaſt-India Company made application to government for ſome ſhips of war to be ſent to India. Accordingly two frigates were ordered to be fitted out by the admiralty for this ſervice, the command was conferred on Sir John Lindſay, Knt. who was appointed a commodore, and hoiſted his pendant on board the Stag frigate of 32 guns, commanded by Captain Joſeph Deane. The other was the Aurora of 32 guns, commanded by Captain Thomas Lee, who did not ſail till ſome time after the Stag, he having been appointed to take out Meſſrs. Vanſittart, Scarſton, and Ford, the company's ſuperviſors. This ſhip arrived in ſafety at the Cape of Good Hope; but after her departure from thence was never more heard of; ſo that the miſerable fate which befel her crew to this day remains unknown.

Captain O'Hara, of the Merlin ſloop of war, who was ſtationed on the coaſt of Africa, while ſurveying the coaſt of a ſmall iſland in his tender, was enticed on ſhore by the natives, who murdered him and his boat's crew. Some miſconduct having been attributed to the officer who commanded the tender, for not affording relief to his captain; he was brought to a court-martial; but nothing appearing to criminate him, he was acquitted.

The Tamer ſloop of war, commanded by Captain Anthony Hunt, was ſent out to eſtabliſh the claim of Great Britain to Falkland's Iſland. While there ſhe fell in with a Spaniſh ſchooner, taking a ſurvey of the iſlands. Captain Hunt ordered her to deſiſt, alledging that the iſlands belonged to his Britannic Majeſty. The ſchooner departed, but in a few days returned with a Spaniſh officer, commanded by the governor of Port Soledad, to offer every kind of aſſiſtance and aſſiſtance that Captain Hunt might require; conſidering the Tamer was driven in by ſtreſs of weather, and that the captain of the Spaniſh ſchooner had not propoſed to him the actual reaſon of [illegible] On the contrary, the governor di[illegible] the dominion of thoſe [illegible] of Spain. Captain Hunt [illegible] the right of his Britannic Ma[illegible] would he ſuffer the officer

to

[illegible] A.D. 1779

[illegible]

1779

Supplies [illegible] parliament.

[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
Supplies [illegible]	[illegible]
[illegible]	[illegible]

A.D. the commanders of his majesty's squadrons were relieved.
1770 See Appendix, Chap. IV. No. 1. and Chap. II. No. 53.

On the 27th of July his majesty's dock-yard at Portsmouth was set on fire in five separate places, it burnt with great fury for a considerable time, and was with difficulty extinguished. The damage sustained by this dreadful conflagration was estimated at 149,880l. A reward of 1000l. was offered by government for the discovery or apprehension of any person concerned in it.

On the 22d of September the Favorite sloop of war, commanded by Captain Malby, arrived at Portsmouth from Falkland's Islands. Captain Malby related, that soon after his return to Port Egmont, from the coast of Patagonia (where he had been to relieve the crew of the Swift sloop, who had been wrecked the preceding March in Port Desire*), five Spanish frigates arrived, having on board a body of troops and a train of artillery. Captain Farmer (late commander of the Swift and senior officer) being convinced that the nature of the Spaniards' visit was hostile, went on shore with his own crew to protect the settlement, whose only defence was a small block-house: at the same time he ordered Captain Malby to anchor the Favorite as close in as her draft of water would permit, and to land himself with 50 of his men, two six-pounders, and some swivels. Upon this the Spaniards anchored three of their frigates opposite the block-house, and began to fire upon it, a few shot were only returned, when Captain Farmer held out a flag of truce and capitulated. By one of the articles it was agreed that the Favorite should have permission to return to England, so soon as the governor of Soledad, or his deputy should arrive at Port Egmont. In order to secure the compliance with this article, the Spaniards unhung her rudder, and took it, with several of her sails on shore. The Captains Farmer and Malby strongly

* Only three of her crew perished. The remainder owed their preservation to the determined and resolute conduct of Mr. William White the master, and six of the crew, who undertook to proceed to Port Egmont in an open cutter, where at the expiration of three weeks they arrived, having encountered many difficulties and dangers. In the [illegible] this gentleman was promoted to the command of the Orford sloop of war by Commodore Johnstone at Lisbon. In the year [illegible] he was appointed in the East-Indies from the Hound to the San Carlos of [illegible] guns, and at present is the regulating-officer at Liverpool.

remonstrated

remonstrated against this fresh mark of insult, but to no purpose. She was at last forced to depart; and on her passage to England fell in with a Spanish galleon, when it became a matter of debate between the captains and officers, whether they would not be justified in seizing this ship, for a satisfaction for the hostilities committed, and insult offered to the British flag at Port Egmont. The motions were agreed, the insolence, and the galleon was permitted to proceed on her voyage. In consequence of the above intelligence sixteen men of war were ordered to be immediately put in commission; press-warrants were issued, and rendezvous opened for seamen to enter into the navy. His Majesty by proclamation offered a bounty of thirty shillings to able seamen, who should enter into the service. A.D. 1770

The following cities and towns offered an additional bounty, viz.

London—ten shillings to able seamen.

Bristol—two guineas, ditto.

Newcastle—two guineas to able, and one to ordinary seamen.

Edinburgh—ditto, ditto.

Aberdeen—[illegible] to able, and fifteen shillings to ordinary.

Leith—[illegible] to able seamen.

In October [illegible] the following promotion of flag officers, viz.

October 5th.

[illegible]	To be Admirals of the White.

October 19th.

Sir [illegible] Bradshaigh, Bart.	Admirals of the Blue.
[illegible]	
Sir [illegible], Knt.	
[illegible]	
Sir [illegible], K. B.	
[illegible]	Vice-Admirals of the Red.
[illegible], Bart.	
[illegible]	
Sir [illegible], Bart.	Vice-Admirals of the White.
Sir William [illegible], Bart.	
[illegible] Young, Esq.	

A.D. October 18th.

1770	Sir Piercy Brett, Knt. Sir John Moore, K. B. Sir James Douglas, Knt. Sir John Bentley, Knt.	Vice-Admirals of the Blue.
	Lord Edgecombe Samuel Graves, Esq. William Parry, Esq. Hon. Augustus Keppel	Rear-Admirals of the Red.
	John Amherst, Esq. Duke of Cumberland Sir Peter Denis, Bart. Mathew Buckle, Esq.	Rear-Admirals of the White.
	Robert Mann, Esq. Richard Spry, Esq. Robert Harland, Esq. Lord Howe	Rear-Admirals of the Blue.

October 21st.

	Sir George Bridges Rodney, Bart. Sir William Burnaby, Bart.	Vice-Admirals of the Red.
	Sir Piercy Brett, Knt. Sir John Moore, K. B. Sir James Douglas, Knt. Sir John Bently, Knt.	Vice-Admirals of the White.
	Lord Edgecombe Samuel Graves, Esq. William Parrey, Esq. Hon. Augustus Keppel John Amherst, Esq. Duke of Cumberland	Vice-Admirals of the Blue.
	Sir Peter Denis, Bart. Mathew Buckle, Esq. Robert Mann, Esq. *Robert Hughes, Esq.	Rear-Admirals of the Red.
	Richard Spry, Esq. *Clark Gayton, Esq. *John Barker, Esq. *Lucius O'Brien, Esq.	Rear-Admirals of the White.
	*John Montagu, Esq. *Thomas Craven, Esq. *James Sayer, Esq.	Rear-Admirals of the Blue.

* Were left out in the first promotion. On a memorial being presented to his majesty, he was graciously pleased

[illegible]

[illegible] rs, accord- [illegible]

[illegible]

[illegible] Rome. [illegible]

[illegible]

[illegible] contracted [illegible]

[illegible] by parliament.

[illegible]	[illegible]
[illegible]	3 [illegible] 7
[illegible]	4 [illegible] 47 [illegible]
Towards paying off and discharging the navy debt,	[illegible]
[illegible]	[illegible] 7
[illegible]	[illegible]

[illegible]

[illegible] Mann.

A. D.
1771 * At Jamaica, { Commodore Arthur Forreſt, who died in July, and was ſucceeded by Captain George Mackenzie.

At Newfoundland, Commodore Hon. John Byron.

In the Eaſt-Indies, Commodore Sir John Lindſay, K. B.

The diſpute between the courts of Great Britain and Spain, reſpecting the right of Falkland Iſland, was ſettled in favour of the former. In April, the Juno frigate, of 32 guns, commanded by Captain Stott, the Hound ſloop of war, Captain Burr, and the Florida ſtore ſhip, were ſent out to take poſſeſſion of them. Lieutenant Clayton, of the navy, with an armed ſhallop, and Lieutenant Olive, with a party of marines, were left at Port Egmont, to eſtabliſh our claims.

A miſrepreſentation having been made by Sir Thomas Slade, ſurveyor of the navy, to Sir Edward Hawke, firſt lord of the admiralty, of the number of ſhips fit for ſervice, it was ordered in council, that in future his majeſty's navy and dock-yards throughout the kingdom ſhould be inſpected by the board of admiralty every two years.

On the 27th of September, the ſuperannuation to the artificers in his majeſty's dock-yards, was extended to one man in forty inſtead of fifty; they were divided into three claſſes, each having a ſeparate penſion, as follows, viz.

1ſt Claſs. To the joiners, ſhipwrights, block-makers, plumbers, braziers, blackſmiths, and armourers, 20l. per annum.

2d Claſs. Houſe carpenters, ſail makers, ſmiths, and bricklayers, 15l. per annum.

3d Claſs. Pitch-heaters, bricklayers labourers, ſcabelmen, riggers, and their labourers, 10l. per annum.

An act of parliament paſſed, authoriſing the Directors of Greenwich Hoſpital, in certain caſes ſpecified therein, to refund unclaimed ſhares of prizes, or bounty money, for a limited time after they ſhall have been paid into the hoſpital.

1772 Supplies granted by parliament.

	l.	s.	d.
For 25,000 men for ſea ſervice, including 6664 marines and ſea ordnance,	1,300,000	0	[illegible]
For the ordinary of the navy, including half-pay to ſea and marine officers,	394,725	17	6

* Vice-Admiral Sir George Bridges Rodney was appointed to the command of his fleet on board the Princeſs Amelia of 80 guns.

Towards

Towards the buildings, rebuildings, and repairs of his majesty's ships.	375,939	0	0	A.D. 1772
To be paid to Charles Irvine, for the discovery of an easy and practicable method of making sea-water fresh and wholesome. - - -	5,000	0	0	
Supplies for the navy, -	£ [illegible]	[illegible]	1[illegible]	6
Total supplies granted, -	£ [illegible]	[illegible]	[illegible]	0

Officers commanding his majesty's squadrons.*

At Portsmouth, Vice-Admiral Sir Thomas Pye.
At Plymouth, Rear-Admiral Spry.
Mediterranean, Rear-Admiral Sir Peter Denis, Bart.
North America, Rear-Admiral John Montagu.
Newfoundland, Commodore Shuldham.
At Leeward Islands, Rear-Admiral Mann.
Jamaica, Vice-Admiral Sir Geo. Bridges Rodney, Bart.
East-Indies, Rear-Admiral Harland.

In February, the Prudent and Intrepid, of 64 guns each, commanded by Captains Sir John Clark, and the honourable Henry St. John, sailed to reinforce the squadron in the East-Indies.

In May, the Southampton frigate, Captain John Moore; the Seaford, Captain Davies, and the Cruiser sloop of war, Captain Cummings, sailed for Lisbon, to attend on her royal Queen of Portugal, and convoy her to Rio Janeiro.

In August, the Board of Admiralty [illegible] the royal hospital at Greenwich, [illegible] officers were discharged, who were found [illegible] charity.

A [illegible] made [illegible] was then on board the [illegible] at Deptford, [illegible] In consequence [illegible] was to be tried [illegible]

A [illegible] of public [illegible],

* [illegible]

was

A.D. 1772 was sent by the lords of the admiralty as a present to M. Pleville de Pelly,* a lieutenant in the French navy, and intendant of the port of Marseilles, for his great attention and exertions in saving his majesty's frigate the Alarm from shipwreck, when she was driven ashore near that port. It was ordered to be presented by Captain John Jervis,† her commander, with the following letter:

"Sir,

"The service you rendered the frigate, excites our admiration and acknowledgement. Your courage, your prudence, your intelligence, your talents merit, that Providence should crown your zeal. Success was your recompence; but we beg you will accept what Captain Jervis is charged to bring you, as an homage rendered to your merit; and as a proof of our gratitude."

Signed by the Lords of the Admiralty.

On the 31st of August, the West-India islands were visited by a most dreadful hurricane. The island of Antigua suffered material injury; several vessels were driven ashore and foundered, most of whose crews perished. The ships of war in English Harbour were forced ashore, and received considerable damage. The Dispatch sloop of war, which had been sent to England by Admiral Mann, with an account of this hurricane, foundered at sea; her crew were fortunately saved by the Panther, which she fell in with on her passage from Newfoundland.

The discontents which had for some time prevailed in North America, began to grow to an alarming height. Several acts of violence were committed, and the king's officers frequently insulted. At Rhode Island, his majesty's schooner the Gaspee, commanded by Lieutenant Duddingstone, who was stationed there by the admiral, was boarded in the night by two hundred armed men, in eight boats, who seized the vessel, and after taking out the crew, set her on fire. Mr. Duddingstone,‡ and some of his people, were severely wounded in the conflict.

This year Captain James Cook undertook another voyage of discoveries, the chief object of which was to explore the southern hemisphere. He embarked on board of the Reso-

* He was appointed the Marine to the French Republic in the year 1792.

† The present Earl St. Vincent.

‡ Afterwards promoted to Rear-Admiral.

lution.

[illegible] Adventure, Captain [illegible] A.D. [illegible] departure [illegible]

A. D. 1772 and longitude from 166 degrees 41 minutes, to 170 degrees 20 minutes eaſt. To theſe he gave the name of the New Hebrides; they are very mountainous, abound in wood, and the vallies extremely luxuriant. Captain Cook landed on two of theſe iſlands; at one he found the natives were a ſtout race of men, of a dark colour, with woolly hair; their only covering was a mat, like a petticoat, which reached to their knees; they decorate themſelves with ſhells and feathers: their only arms are ſpears, which appear more calculated for fiſhing than war; they are ſo ſuſpicious and ſhy, that it was with much difficulty they could be prevailed on to venture near enough to accept of the preſents which were offered them.

At another of theſe iſlands he deſcribes the natives to be very diminutive, of a dark colour, long beards, monkey faces, their hair black and curly, but not ſo ſoft and woolly as that of the negro; they go quite naked; and what adds to their natural deformity is, a rope, about the ſize of a man's finger, which they tie ſo tight round the belly, as to almoſt divide the body in two parts. The arms they uſe are ſpears, and bows and arrows. The few women that were ſeen, made themſelves more frightful and hideous than the men, by painting their heads, faces, and ſhoulders red. Captain Cook mentions theſe people to be of a more pacific diſpoſition than moſt of the ſavages he had ſeen. They ventured to the ſhip without heſitation, and received the preſents offered them, for which they made a ſuitable return. He ſays, they not only excelled all their neighbours in probity, but appeared the moſt intelligent of any nation which had been viſited in the ſouth ſeas. As a proof of their exceeding honeſty, Captain Cook relates the following anecdote of one of the natives.

"When the Reſolution was getting under ſail, the na-
" tives came off in canoes, making exchanges with ſtill
" greater confidence than before, and giving ſuch extraor-
" dinary proofs of their honeſty, as ſurprized us. As the
" ſhip at firſt had freſh way through the water, ſeveral of
" the canoes dropped aſtern after they had received goods,
" and before they had time to deliver their's in return; in-
" ſtead of taking advantage of this, as our friends at the
" Society Iſlands would have done, they uſed their utmoſt
" efforts to get up with us, and deliver what they had al-
" ready been paid for; one man in particular followed us
" a con-

a considerable time, and did not reach us until it was claim, and the thing was forgotten; as soon as he can [illegible] A.D. 1772

[illegible] time, he held up [illegible] which fell on board [illegible] ready to [illegible] the [illegible] man again, offered him [illegible] he [illegible] and [illegible] at [illegible] where it was actuated.

[illegible] Captain Cook having com- [illegible] island, steered to the S. W. On [illegible] was [illegible], which extended from [illegible] to the 22d degree and a half of [illegible] 109 and a half, to the 167th de- [illegible] this island to give [illegible] and their [illegible] small. On the 4th of October, [illegible] 2 [illegible] fath. and 168 de- [illegible] and a half uninhabited [illegible] Relation [illegible] Captain Cook proceeded to [illegible] On [illegible] in [illegible] the 14th of [illegible] which is [illegible] 1750; [illegible] 57 [illegible] de- [illegible] asp- [illegible]

A.D. 1772 were confined with violent rheumatic complaints, which made Captain Cook relinquish any further idea of endeavouring to penetrate more into the southern hemisphere. On the 22d of March he arrived at the Cape of Good Hope, and on the 30th of August following in England, having performed a voyage of above 25,000 leagues in three years, three months, and twenty days.

The Adventure, after having parted from the Resolution, returned to New Zealand, the place of rendezvous; at which place Captain Furneaux was so unfortunate as to have a boat's crew cut off and murdered by the savages, some of whose mangled limbs were found scattered about, and many partly devoured by these inhuman cannibals. Captain Furneaux not meeting with the Resolution, proceeded to England, where he arrived on the 13th of July 1774, and with him came Omiah, a native of Otaheité.

It is a singular circumstance that during so long a voyage, the two ships, after experiencing a variety of climates, and encountering many dangers, lost not more than four men, and only one of those by sickness, exclusive of the Adventure's boats crew.

1773 Supplies granted by parliament.

	£.	s.	d.
For 20,000 men for sea service, including 4354 marines, and sea ordnance - - - -	1,040,000	0	0
For the ordinary of the navy, including half-pay to sea and marine officers	424,019	0	0
Towards the buildings, rebuildings, and repairs of his majesty's ships, &c.	421,554	0	0
To John Harrison, as a further reward and encouragement, over and above the sums already received by him for his invention of a time-keeper for ascertaining the longitude at sea - - - -	8,750	0	0
Supplies for the navy - -	1,894,313	0	0
Total supplies granted - -	£6,980,210	19	0

The same officers commanded his majesty's squadrons*

* See employed, Appendix, Chap. II. No. 155.

as last year, excepting Rear-Admiral M[illegible] at the Leeward Islands, who was relieved by Vice-Admiral Parry. A.D. [illegible]

[illegible] com[illegible] [illegible]

On the [illegible] [illegible] per day, the [illegible]

[illegible]

On the [illegible] [illegible] to [illegible] Commissioners. R[illegible] [illegible] to [illegible]

[illegible]

[illegible] was appointed to com[illegible]

On [illegible] [illegible]

On [illegible] at [illegible]

A.D. 1773 held at the governor's houſe. After which his Majeſty proceeded to the dock-yard, from whence he embarked on board a barge prepared for his reception. The barges of the boards of admiralty and navy attended, bearing the flags of their reſpective offices; followed by the admirals and captains of the fleet according to ſeniority with their flags and pendants. As ſoon as the royal ſtandard was obſerved by the ſhips at Spithead, they manned their yards and ſaluted with 21 guns each. His Majeſty was received on the quarter deck of the Barfleur by the board of admiralty. The ſide was manned by the lieutenants of the ſhip, and Captain Vernon, her commander, ſtood on the gangway. The ſtandard was immediately diſplayed at the Barfleur's main-top gallant-maſt head, the admiralty flag at the fore, and the union at the mizen: the fleet again ſaluting with 21 guns each. His Majeſty viſited every part of the ſhip, and dined on board; previous to his return on ſhore in the evening, he conferred the honour of knighthood on Vice-Admiral Pye, Rear-Admiral Spry, Captain Joſeph Knight, the ſenior captain of the fleet; Captain Edward Vernon of the Barfleur, Captain Richard Bickerton of the Auguſta yatch, who attended on his Majeſty and ſteered his barge. Hugh Palliſer, Eſq. comptroller of the navy; and Richard Hughes, Eſq. commiſſioner of the dock-yard, were created baronets. The captains of the ſloops of war were ordered to be promoted to the rank of poſt captains, the firſt lieutenants of the flag ſhips, and the lieutenants of the cutters, and the lieutenant of the Auguſta yatch to be maſters and commanders; and two midſhipmen from each of the above ſhips to be lieutenants.

His Majeſty ordered 1,500l. to be diſtributed among the the artificers, workmen, and labourers of the dock-yard, victualling-office, and gun-wharf.

To the crews of the Barfleur, Auguſta yatch, and his barge 350l.

To the poor of Portſea and Goſport 250l. and relieved the priſoners confined for debt in Portſmouth gaol.

Vice-Admiral Pye was promoted to be admiral of the blue, and Lord Edgecombe to be vice-admiral of the white.

A voyage was undertaken this year at the requeſt of the Royal Society, to try how far navigation was practicable towards

A. D. 1773

[illegible] is the north pole, and whether there was a possibility of discovering a passage to the East Indies by those northern seas. The Race Horse and Carcass bombs, commanded by the honourable Captain Phipps and Captain Lutwidge, were then selected and fitted for this enterprize. On the 2d of June they sailed from the Nore, and proceeded on their course to the north, without meeting any opposition to observations upon them. On the [illegible] July they had reached the latitude of 80 degrees 17 minutes, when both the ships on a sudden became entangled in a vast body of ice, and were unexpectedly driven by a strong current into a bay, the entrance of which was instantly closed up by the ice. The crews laboured with indefatigable zeal and perseverance for four or five days to force a passage through the ice, but their exertions proved ineffectual. There seemed no other resource left, but to come to the resolution of leaving the ships, and the attempt to save their lives by travelling across the ice; every man was furnished with a certain quantity of provision, and the boats were equipped for this hazardous attempt; but on the next day, the wind blew from the eastward, [illegible] the ships were enlivened to more toward; there appeared some leads of a [illegible] and they hastened back to the ships; and on the 16th the wind blowing strong from the N. E. [illegible] by a thick [illegible] the ice was [illegible] to [illegible] the ships [illegible] the wind [illegible] to [illegible] the [illegible] of October.

[illegible]

A.D. 1774	Towards the buildings, rebuildings, and repairs of his majesty's ships, &c.	420,729	0	0
	Towards paying off and discharging the debt of the navy - -	200,000	0	0
	Supplies for the navy - -	2,104,917	4	3
	Total supplies granted for the year	£6,159,661	2	11

In January the Endeavour storeship, commanded by Lieutenant Gordon, was sent to Falkland's Islands, with orders to bring home Lieutenant Clayton, and the party which had been left with him, together with all such stores as were judged serviceable. Lieutenant Clayton, previous to his quitting Port Egmont, fixed up a piece of lead with an inscription signifying that the islands, bays, forts, &c. appertained to his Britannic Majesty; he also left the British colours flying on the fort.

On the 4th of July the Kent, of 74 guns, commanded by Captain Charles Fielding, had nearly been destroyed while saluting the admiral, as she was sailing out of Plymouth Sound. The wadding from the guns having communicated with some powder in an ammunition chest on the poop, it instantly took fire and blew up all that part of the ship; the beams of the quarter-deck were forced in, and many others in different parts of the ship were broken. Almost all the men on the poop and after part of the ship were blown overboard, of whom about fifty were killed and dreadfully wounded.

1775 Supplies granted by parliament.

	l.	*s.*	*d.*
For 18,000 men for the sea service, including 4354 marines and sea ordnance - - - -	936,000	0	0
For the ordinary of the navy, including half-pay to sea and marine officers	440,680	15	10
Towards the buildings, rebuildings, and repairs of his majesty's ships, &c.	297,379	0	0
Towards the support of Greenwich hospital - - - -	6,000	0	0
Supplies for the navy - -	1,680,059	15	10
Total supplies granted -	£5,550,453	2	10

The

The following officers were appointed to His Majesty's squadron: A.D.
At Portsmouth, Rear-Admiral Montagu. 1775
Plymouth, Vice-Admiral Amherst.
Mediterranean, Rear-Admiral Man[illegible].
North America, Vice-Admiral Graves.
North America, Rear-Admiral Dou[illegible].
Jamaica, Admiral Lord, Vice-Admiral Young.
Jamaica, Rear-Admiral Cornish Clayton.
East Indies, Commodore Sir Edward Hughes, Knt.

On the 3rd of March this Majesty ordered the following promotion of officers:

Sir Francis Drake, Bart.	To be Admirals of the
Duke of Bolton	White.
James Gambier, Esq.	Admiral of the Blue.
James Young, Esq.	
Sir Peter Rich, Knt.	Vice-Admirals of the Red.
Sir John Moore, Knt.	
Samuel Graves, Esq.	Vice-Admirals of the
William [illegible], Esq.	White.
Hon. Augustus Keppel	
Sir Peter Denis, Bart.	Vice-Admirals of the
Matthew Brettingham, Esq.	Blue.
Robert Man[illegible], Esq.	
Charles Cornish, Esq.	
John Bazely, Esq.	
Sir R[illegible], Bart.	Rear-Admirals of the Red.
[illegible]	
[illegible] Blue.	
[illegible]	
[illegible]	
[illegible]	
[illegible]	Rear-Admirals of the
[illegible]	White.
[illegible]	
*[illegible]	
*[illegible]	
*[illegible] Dunk[illegible]	
[illegible]	Rear-Admirals of the
[illegible] Hunt[illegible]	Blue.
*[illegible] John Byron	
*[illegible] Bantl[illegible]	

* Was [illegible] passed.

A.D. 1775 Affairs began this year to wear a very ſerious aſpect in North America; which on the 19th of April broke out into acts of open hoſtility. A detachment of the king's troops and marines, under the command of Lieutenant-Colonel Smith and Major Pitcairn, having been ſent to deſtroy ſome military ſtores, which the Americans had collected at Concord, were met and oppoſed at Lexington, by a large body of the militia, who obliged them to retire with conſiderable loſs into the town of Boſton. This was followed by the attack at Bunker's-hill on the 17th of June; at which place the Americans had collected in great force under General Putnam, and thrown up ſome ſtrong redoubts. General Gage, who commanded in Boſton, ordered the Generals Howe, Clinton, and Pigot, with about 2000 troops to attack the enemy's works, which were carried at the point of the bayonet after an obſtinate reſiſtance; it was, however, a dear bought victory; 226 of the Britiſh were ſlain, 19 of whom were commiſſioned officers, and upwards of 800 wounded. Only 30 wounded Americans and a few pieces of cannon were taken. The flame of war began now to blaze over the whole continent of America. General Montgomery, with about 2000 American troops, marched into Canada, took Ticonderoga, Crown Point, St. John's Fort, on the river Sorel, and on the 13th of November obliged Montreal to ſurrender. General Carleton, who was in the fort, with ſome difficulty eſcaped in a boat down to Quebec; his whole force in the lakes conſiſting of eleven armed veſſels, was purſued and taken by the Americans. Notwithſtanding the ſevere ſeaſon being far advanced, General Montgomery puſhed forward with the utmoſt expedition to join Colonel Arnold, who had appeared on the heights before Quebec with a conſiderable force. The garriſon was at this time extremely weak, and the works much out of repair; General Carleton* was indefatigable in his exertions to put it in the beſt poſſible ſtate of defence and to ſtrengthen the garriſon, he ordered the crews of the ſhips of war†, tranſports, and

* Afterwards Sir Guy Carleton and the preſent Lord Dorchester.

† Lizard - - 20 - Captain J. Hamilton
Diamond - - 14 - — Lord Hervey

Captain Hamilton was rewarded for the ſervices he had rendered [illegible] a baronet, and appointed to command the frigate [illegible]

other

other vessels, to be landed and formed into a battalion, under the command of Captains Hamilton and Lord Hervey. On the 9th of December the Americans made a general attack upon the city, and attempted to carry it by escalade; the unexpected and [illegible] with which they met, [illegible] them [illegible]. They were [illegible] which [illegible]. General Montgomery, with fifty or sixty [illegible], and Colonel Arnold wounded, who [illegible] the [illegible] of his army in [illegible]. The British sustained by the [illegible] in this desperate attack was twenty men killed, and thirteen wounded. Lieutenant Saunders, a [illegible] of transports, was [illegible].

On [illegible] the inhabitants of the town of [illegible], in the province of Maryland, having [illegible] and [illegible] Admiral Graves [illegible] to proceed to [illegible] with [illegible] and to demolish the town unless the [illegible] and small arms. This [illegible] opened a heavy cannonade, and [illegible] 130 houses, 278 [illegible], the court house, and [illegible] but the [illegible] with the loss of [illegible].

[illegible] were [illegible], North and [illegible], Lord Dunmore, [illegible] Mr. Martin, [illegible].

[illegible] Commodore Sir Peter [illegible] of war, [illegible] Commander, [illegible].

[illegible] Captains [illegible] and [illegible] officers captured [illegible].

[illegible]

A.D. 1775 brig of 12 guns, commanded by Lieutenant Edward Sneyd; and the Savage sloop of war of 8 guns, Captain Bromedge, was lost on the island of Scaterie the crew saved.

On the 29th of June his Majesty was pleased to order letters patent to be passed under the great seal of Ireland, for constituting one body politic and corporate by the name of the *Hibernian Marine Society in Dublin*, for maintaining, educating, and apprenticing the orphans and children of decayed seamen in his Majesty's royal navy and merchant service. The perpetual members are the Lord Lieutenant, the Archbishop of Armagh, primate of all Ireland, the Lord Chancellor, keeper of the great seal of Ireland, the members of parliament for the city of Dublin, the lord mayor of the city of Dublin, the senior master of the guild of merchants in the city of Dublin, and the archdeacon of Dublin, besides several other members who are elected, those for life are not to subscribe less than 20 guineas. The boys are admitted at eight years of age, security of not less than 10l. to be given for their demeanor and conduct at their admission. None but children of decayed, reduced, or deceased seamen are received into this charity. The boys are apprenticed only to the sea service or seafaring persons; the equipment of each boy when apprenticed is not to exceed 3l. 2s. 6d in expence of every kind. They are taught writing, arithmetic, and navigation.

1776 Supplies granted by parliament for the sea service.

	l.	s.	d.
For 28,000 men, including 6665 marines - - -	1,456,000	0	0
For the ordinary, including half-pay to sea and marine officers -	426,904	19	6
For building, repairs, &c. - -	339,151	0	0
For Greenwich hospital - -	5,000	0	0
For discharging the navy debt -	1,000,000	0	0
Total for the navy - -	3,227,055	19	6
Total of supplies granted for the year	£9,007,577	17	10½

On the 5th of February his Majesty was graciously pleased to order the following flag officers to be promoted, viz.

Sir

Sir James Douglas, Knt. [illegible], [illegible] Graves, Esq. W[illegible], Esq. [illegible] Knight,	Vice-Admirals of the White, to be Vice-Admirals of the Red.	A.D. 177[illegible]
J[illegible], Esq. D[illegible], S[illegible] D[illegible], Esq. M[illegible], Esq. R[illegible], Esq.	Vice-Admirals of the Blue, to be Vice-Admirals of the White.	
Clark Gayton, Esq.	Rear-Admiral of the Red, to be Vice-Admiral of the White.	
John Montagu, Esq. Sir Robert Harland, Bart. [illegible], Esq. [illegible] [illegible], Ho[illegible] M[illegible], Esq.	Rear-Admirals of the Red, to be Vice-Admirals of the Blue.	
John V[illegible], Esq.	Rear-Admiral of the White, to be Rear-Admiral of the Red.	
W[illegible] Lloyd, Esq. R[illegible] Duff, Esq.	Rear-Admirals of the Blue, to be Rear-Admirals of the Red.	
[illegible] [illegible] Hon. [illegible]	[illegible], to be Rear-Admirals of the White.	

[illegible]

[illegible]

[illegible] H[illegible]

[illegible]

A.D. 1776 Sixteen ſail of the line, in addition to the guard-ſhips, were put into commiſſion, preſs warrants iſſued, rendezvous opened, and a bounty offered by proclamation for ſeamen to enter into the royal navy.

Lord Howe ſailed from Spithead with a ſquadron of ſhips of war, and ſeveral tranſports for North America; and on the 6th of May Commodore Hotham ſailed with another ſquadron and tranſports for the ſame place.

On the 5th of July, a dreadful accident happened on board the Marlborough, of 74 guns, commanded by Captain Samuel Hood, while clearing for dock in Portſmouth harbour, occaſioned by ſome gunpowder taking fire which had been careleſsly left in the magazine. The fore part of the ſhip was on fire for ſome time, ſeveral of the beams were broken, and in many places the decks were torn up by the exploſion. Twelve ſeamen, three women, and three children were killed, and above fifty people were wounded. The gunner was tried by a court-martial for ſo ſhameful a breach of his duty, and ſentenced to be diſmiſſed the ſervice.

On the 25th of the ſame month, Sir Thomas Rich, in the Enterprize frigate, of 28 guns, being in the bay of Biſcay, fell in with a French ſquadron, conſiſting of two ſhips of the line, and ſeveral frigates, under the command of the Duke de Chartres. The Enterprize ſtood on her courſe, and paſſed within hail of the French admiral, who hailed, and deſired the commander of the Britiſh frigate to bring to, and come on board. Sir Thomas Rich replied, that if the admiral had any thing to communicate, he might ſend himſelf on board the Enterprize. The French admiral enraged at this refuſal, declared, unleſs his orders were obeyed, he would fire into the frigate. This threat had no effect on Sir Thomas Rich, who continued firm in his Reſolution, and told him, that he obeyed no orders but thoſe which came from his own admiral. The ſpirited conduct of the Britiſh commander ſo pleaſed the Duke de Chartres, that he changed his demand into a requeſt; upon which all hoſtility ceaſed, and the firſt lieutenant of the Enterprize was ſent on board, who was received by the French admiral and his officers, with much reſpect.

On the 7th of December, the dock-yard at Portſmouth was alarmed with fire in the rope-houſes; the conflagration was very great; and before the flames could be extinguiſhed, conſiderable damage was done. The perpetrator of this diabolical

A.D. 1776 Quebec. On his approach, they fled in every direction, abandoning their camp, artillery, military ſtores, and all their implements for carrying on the ſiege.

Early in May, Sir Peter Parker arrived with his ſquadron, and ſome tranſports, off Cape Fear,* where he was joined by General Clinton, and a reinforcement of troops. The fleet immediately proceeded to the attack of Charleſtown, in South Carolina. It was the beginning of June before the fleet croſſed the bar, having been delayed a conſiderable time in bringing the heavy ſhips to an eaſy draught of water; it was then found neceſſary, before they could advance higher up to poſſeſs themſelves of Sullivan's Iſland, which lay about ſix miles below the town, and was ſtrongly fortified. On the 28th of June, the general and commodore had finally ſettled their plan of attack. On the morning of that day, the Thunder bomb took her ſtation, covered by the Ranger armed ſhip, and began to throw ſhells into the fort; at the ſame time the Briſtol, Experiment, and Solebay, brought up and opened a moſt furious cannonade. The Sphinx, Syren, and Actæon, before they could reach their ſtations, owing to the unſkilfulneſs of their pilots, ran upon ſome ſhoals and ſtuck faſt; the two firſt, with much difficulty, were got off, but not until it was too late for them to be of any ſervice. It being found impoſſible to ſave the Actæon, the commodore ordered her commander to deſtroy her; ſhe was accordingly burnt the next day.

The ſprings of the Briſtol's cable being cut by the ſhot, ſhe lay for ſome time expoſed to a dreadful raking fire. Captain Morris, her commander, was ſeverely wounded in ſeveral places, notwithſtanding which he refuſed to quit his ſtation, until an unlucky ſhot took off his arm, when he was obliged to be carried off the deck, in a condition which gave little hopes of a recovery. It is ſaid of this brave man, that from a prodigious effuſion of blood, his diſſolution appeared inevitable; one of the officers aſked him if he had any directions to give with reſpect to his family. To which he nobly anſwered, "None; as he left them to the "providence of God, and the generoſity of his country."†

* Appendix, Chap. II. No. 15.

† His generosity was graciously pleased to settle a pension upon his widow and children. The present Captain Morris, of the navy, is one of his sons.

The

A.D. 1819

A. D. 1776 Before noon on the ſame day, the whole were landed without oppoſition. On the 25th, ſome ſhips of war were ordered, under Sir Peter Parker, to approach nearer to the town of New York; and another ſmall ſquadron, under Commodore Hotham, was ſent to co-operate with the army, and to cover the general attack.* On the 15th of September, the Americans were driven out of New York; and they were ſoon after obliged to evacuate the iſland. General Waſhington retreated with great ſkill and addreſs into the Jerſeys, where he was purſued by the Britiſh troops, who, before the end of November, were in poſſeſſion of almoſt the whole of thoſe provinces.

On the 9th of October, Captain Hyde Parker, in the Phœnix, with the Roebuck and Tartar, was ſent up the North River, to co-operate with a detachment of the army, to intercept any ſupplies which might be ſent to the Americans by that channel. The ſhips ſuſtained a heavy cannonade on paſſing the enemy's batteries; a lieutenant and nine men were killed on board the Roebuck, and 18 wounded.

On the 11th of December, Commodore Sir Peter Parker, and General Clinton, were ſent with a ſquadron of ſhips of war, and a body of land forces, to reduce Rhode Iſland.† On the approach of the fleet, the Americans abandoned their ſtrong poſts, and the iſland was taken poſſeſſion of by the general, without the loſs of a man. Sir Peter Parker in the mean time blocked up their principal naval force in the harbour of Providence.

On the 11th of October, the ſquadron under the command of Captain Pringle, on Lake Champlain, attacked that of the Americans,‡ which was drawn up in an advantageous poſition, to defend the paſſage between the iſland of Valicour and the main: the enemy being to windward, the larger veſſels could not be worked up, to ſupport the Carleton ſchooner and gun boats, which maintained a warm action for ſeveral hours, in which the enemy had their largeſt ſchooner burnt, and a gondola ſunk. At night, Captain Pringle called off the veſſels engaged, and anchored his fleet in a line, to be ready for the attack the next morning; but General Arnold, who commanded the American ſquadron,

* Appendix, Chap. II. No. 159, the detached ſquadron at the reduction of New York.

† Appendix, Chap. II. No. 160

‡ Appendix, Chap. II. No. 161.

being

[illegible] availed himself [illegible] towards [illegible] [illegible] were the [illegible] Captain [illegible] position, and on the [illegible] that [illegible] Captain [illegible] and continued [illegible] dif- [illegible] Washington [illegible] General Washington [illegible] Ge- neral Mercer [illegible] and [illegible] ran [illegible] who escaped [illegible] effected their escape to P[illegible]

In R[illegible] Captain Henry Davis, being [illegible]

[illegible] Captain [illegible]

[illegible] Captain C[illegible] Plymouth

[illegible]

[illegible]

A.D. 1776 mouth Sound in the Resolution, accompanied by the Discovery, Captain Charles Clarke. Omai, a native of Otaheite, who had been brought to England by Captain Furneaux, was sent on board the Resolution to return to his native island. The object of this voyage was to endeavour to discover a passage between the continent of Asia and America. Captain Cook first proceeded to the Cape of Good Hope, and from thence to New Holland. On his passage he discovered two islands, situated between the 46th and 47th degrees of south latitude; and the 37th and 38th of east longitude, to these he gave the name of Prince Edward's Islands; they are barren and covered with snow. Leaving New Holland, Captain Cook sailed for New Zealand, the Friendly and Society Islands; he remained cruizing and exploring among these islands for some time, and then steered to the northward. On the 24th of December, 1777, a small island was discovered, to which Captain Cook gave the name of Christmas Island. It is situated in the latitude of 1° 59′ north, and longitude 202° 30′ east; it is very low, the soil chiefly sand, some cocoa-nut trees, and several small plants and shrubs were growing upon it. Turtle were in great abundance; and many other kinds of fish were caught. No fresh water could be found. The island is between 15 to 20 leagues in circumference. On the 2d of January, 1778, Captain Cook sailed from hence, leaving a bottle on shore with a parchment in it, in which he wrote the following inscription, viz.

Georgius, Tertius Rex, Decembri 31, 1777.

Naves { Resolution, James Cook Pr.
Discovery, Charles Clarke Pr.

DISCOVERY.

Capt. Charles Clarke,	died at Sea 22d Aug. 1779, off Awatska Bay.	
James Burney,	1st lieutenant,	post captain.
James Rickman,	2d lieutenant,	first lieutenant.
T. Edgar,	master,	lieutenant.
Portlock,	master's mate,	post captain.
Home,	ditto,	Lord Marchmont.
Hodsby,	midshipman,	dead.
Martin,	ditto,	lieutenant.
Vancouver,	ditto,	post captain, since dead.
Rose,	ditto.	post captain: failed capt. of the Amazon, 1801
Forrester,	ditto,	dead.
Lee,	surgeon,	dead.
Ellis,	surgeon's mate,	dead.

Continuing

Continuing his course to the north, on the 18th of the same month a cluster of islands was discovered, to which he gave the name of the Sandwich islands, lying between the latitude of 21° 30′ and 22° 15′ north, longitude 199° 20′ and 201° 30′ east, and at a small distance between the coast of California and the Ladrone islands. Captain Cook observes, that these islands may prove extremely useful to the Spaniards, for their Manilla ships to stop and get refreshments, as they are obliged to make the coast of California. Captain Cook remained among these islands until the 2d of February, when the Resolution being driven from her anchorage, he pursued his voyage to the north. On the 6th of March the ships being in the latitude 44° 33′ north, and longitude 235° 20′ east, the coast of America was seen extending from N. E. to S. E. On the 31st an inlet was discovered, in which they anchored, its latitude is 49° 33′ north, and longitude 233° 12′ east. Captain Cook gave it the name of King George's Sound; it is called by the natives Nootka; he speaks of them as an indolent, inoffensive race, who chiefly live by fishing. On his departure he continued to sail along the N. W. coast of America, touching at Prince William's Sound, and the island Onalaska, until he discovered Behring's Straits, which separate it from the continent of Asia. On the 22d of August, 1778, the ships had succeeded so far as to reach the latitude of 70° 54′ north; they were then obstructed in any further progress by an impenetrable continued ice. Captain Cook, however, persevered in his endeavours to reach his way through until the 25th, but finding it was totally impassable, he relinquished the attempt, and steered to the southward, with the intention of passing the winter at the Sandwich islands. On the 26th of November, after having experienced very tempestuous weather, he got sight of the islands. Captain Cook continued to explore them until the 17th of January, 1779, when a contest between the natives on the island of O Whyee, where the ships put in for water and refit; in order to prosecute their voyage again to the north whenever the season should permit. A friendly intercourse subsisted between the natives and the crews of the ships, until the 13th of February, a boat belonging to the Discovery being stolen by the natives, Captain Cook gave directions that no canoe should be permitted to

A.D. 1776

A.D. 1776 go out of the bay, until it was restored; for which purpose he went on shore the next day to negotiate with the chiefs. At this time a canoe attempted to escape out of the bay, and being fired at from the guard boats, unfortunately a chief was killed. The news soon reached the shore, when a most horrible scene presented itself; the natives flew to their arms, and in great numbers assailed with stones, clubs, and other weapons, Captain Cook and the party of marines with him. The officers in the boats seeing the imminent danger their companions were in, fired among the natives, by which some were killed and wounded; Captain Cook, to spare the further effusion of blood, turned about to give directions for the boats to desist firing, when the islanders rushed forward and stabbed him in the back; he fell with his face into the water. Upon seeing him fall the natives set up a general shout, and dragged his body on shore, where they completed their savage and inhuman work, each shewing a brutal eagerness to share in his destruction. Four marines fell also a sacrifice to these barbarians fury. Lieutenant Philips, of the marines, and three privates swam off to the boats dangerously wounded. The bodies of the slain were carried into the woods; where they were cut up and mangled in a most shocking manner. At the expiration of some days, part of the mutilated body and many of the bones of our much-lamented countryman, Captain Cook, were delivered up to Captain Clarke, who had them committed to the deep with the usual military honours.

The command now devolved on Captain Clarke, who removed on board the Resolution, and appointed Lieutenant Gore to the command of the Discovery.

On the 20th of February the ships sailed from O'Whyée, continuing to cruize amongst and occasionally to visit the Sandwich islands until the 15th of March; when they took their final departure, and shaped their course to the N. W. On the 23d of April the mountains of Kamtschatka were seen, but strong N. E. winds, attended with frequent fogs, snow, and sleet, prevented the ships from getting into Awatska bay before the 28th. The intense frost and high winds greatly impeded the refitting of the ships, especially in stopping a bad leak, which the Resolution had sprung. As the season advanced, the weather became more mild, so that they were in readiness for sea by

in the beginning of June. During their ſtay at this place, the Ruſſians rendered them every aſſiſtance in their power, and treated them with the greateſt friendſhip and hoſpitality. On the [illegible] of June Captain Clerke weighed anchor from Awatſka Bay, and purſued his courſe to the N. E. [illegible] Kamtſchatka. On the 6th of July the ſhips [illegible] Beering's [illegible], and proceeded as far as the latitude of [illegible]. Here the [illegible] ice, by which they were frequently ſtruck, and [illegible] in imminent danger of being cruſhed to pieces, put a ſtop to their farther advancement. Captain Clerke, however, was reſolved ſtill to perſevere in his endeavours to proſecute the object of his voyage, and for ſome time ſtruggled againſt inſurmountable difficulties; at length being convinced that no practicable paſſage exiſted between the Atlantic and Pacific oceans to the north, he relinquiſhed all farther purſuits, and [illegible] bore away to the ſouthward, and ſteered for Awatſka Bay, in order to refit and repair the damages which the ſhips had received from the ice. On the 22d of Auguſt Captain Charles Clerke, who had been for a conſiderable time in a deep decline, expired in the 38th year of his age. The next day the ſhips anchored in Awatſka bay. Captain Gore, on whom the command devolved, went on board the Reſolution, and appointed Lieutenant King to the command of the Diſcovery. They remained [illegible] October, [illegible] Captains Gore and King, [illegible] the [illegible] con- [illegible] ward; [illegible] Japan [illegible] Captain [illegible] Gore [illegible] N[illegible] and [illegible] O[illegible] Diſcovery [illegible] the N[illegible] long voyage [illegible] The Diſcovery was [illegible] Captain [illegible].

[illegible]

A.D. 1777 Supplies granted by parliament for the ſea ſervice.

	l.	s.	d.
For 45,000 men, including 10,129 marines and ſea ordnance - -	2,340,000	0	0
For the ordinary, including half-pay to ſea and marine officers - -	400,805	2	10
For building, repairs, &c. - -	465,500	0	0
For Greenwich hoſpital - - -	4,000	0	0
Towards diſcharging the navy debt -	1,000,000	0	0
Total for the navy - -	4,210 305	2	10
Total ſupplies granted for the year	£12,895,543	0	2

On the 20th of May his Majeſty ordered the following promotion of flag officers, viz.

The Hon. John Byron, Earl Briſtol — Rear-Admirals of Blue to be Rear-Admirals of White.

CAPTAINS.

George Mackenzie, Eſq. Matthew Barton, Eſq. Sir Peter Parker, Knt. — To be Rear-Admirals of the Blue.

The 6th of February letters of marque and repriſal were granted by the admiralty againſt the thirteen revolted provinces of America*.

On the 18th of May the Beaver ſloop of war of 14 guns, and 125 men, commanded by Captain Jones, being on a cruize off St. Lucia, fell in with, and after a ſmart action of three quarters of an hour, captured the Oliver Cromwell, American privateer of 24 guns, 10 ſwivels, and 10 cohorns, and 150 men, commanded by Captain Harman; 20 of whom were killed and as many wounded. The Beaver had three men wounded. She was taken into the ſervice and named the Beaver's prize.

In the month of July the Fox frigate, of 28 guns, Captain Patrick Fotheringham, was taken on the banks of Newfoundland by the Hancock and Boſton American frigates, of 32 guns, each commanded by Captains Manley and M'Neil. On the 18th of Auguſt theſe frigates with their prize off the coaſt of Nova Scotia, were chaced by the Rainbow, of 40 guns, Captain Sir George Collier; upon which they ſeparated and ſteered different courſes.

* For the ſhips employed this year, ſee Appendix, Chap. II. No. 162.

After

After a pursuit of [illegible] hours and firing a few guns, the Hancock struck to [illegible]. During the chace the Flora, of 32 guns, captain Bridbane, came in sight, and retook the Lax. The Boston made her escape. A.D. 1777

On the 23d of July Lord Howe sailed from Sandy Hook with a fleet of 267 sail, on board of which was embarked a considerable body of troops, destined for the reduction of Philadelphia. They were so much impeded on their passage by calms and contrary winds, that it was the 14th of August before they reached the Chesapeak.

On the 11th of September the American army was defeated in a severe battle fought at Brandywine; General Washington retreated to Philadelphia; but finding that he could not maintain his position there without the hazard of a general action, abandoned that capital to its fate, and continued his retreat several miles higher up the river. On the 26th of the same month the British troops took possession of it. A few days after the Delaware, an American frigate, of 32 guns, assisted by some other armed vessels, attempted to obstruct the troops who were employed to throw up batteries near the sea. Upon the turning of the tide the frigate got aground and was taken; the rest cut their cables and pulled up the river. Captain Andrew Snape Hammond* appointed Mr. Watt, his first lieutenant, to command the Delaware, who purchased and destroyed the whole of them, amounting to seventeen sail, for the active services which Mr. Watt performed, Lord Howe confirmed the appointment. Before the ships of war could proceed higher up the river, it was necessary that some machine (or terrible crevaux de-frize) which the enemy had fixed to block up the channel, should be removed. This arduous undertaking was entrusted to Captain Hammond, who, after much perseverance and great exertion, [illegible] a sufficient number of them to [illegible] a safe passage for the ships, notwithstanding [illegible] the enemy's floating batteries. [illegible] object was to drive the enemy from the [illegible] posts where they held at Red Bank and Mud Islands. To effect this purpose, on the 22d of October the Augusta, Merlin, and Isis,† were ordered to [illegible]

* [illegible]

† Commanded by the Captains [illegible] Reynolds, [illegible] Wood, [illegible] Ouston. The Merlin was [illegible] Samuel Reeve.

A.D. 1777 nonade the batteries on the iſland, and a detachment of Heſſians were at the ſame time to attack the redoubt at Red-bank. The channel through which the ſhips were to paſs was found to be ſtill conſiderably injured; this prevented them from anchoring near enough to the batteries for their fire to have much effect. The Auguſta and Merlin ſloop took the ground, in this ſituation they maintained a heavy cannonade, and baffled the efforts of the enemy, who ſent down four fire-rafts to deſtroy them. The Auguſta, by ſome accident, it is believed from the wadding of her own guns, took fire; the flames burſt out with ſo much rapidity and fury, that the crew were obliged to abandon her, and ſhe ſoon blew up, involving in her deſtruction the Merlin ſloop. Many poor fellows periſhed; the only officers were Mr. Baldock, ſecond lieutenant of the Auguſta, with the chaplain and gunner. The Somerſet and Iſis were obliged to retire; and the Heſſians were repulſed at Red bank with conſiderable ſlaughter.

On the 15th of November a more vigorous and ſucceſsful attack was made on Mud iſland;* the cannonade was ſo furious that the enemy were driven from their guns and retired in great precipitation. The Americans on the main ſoon ſhared the fate of their companions on Mud iſland; which opened a free and unmoleſted communication to Philadelphia by water.

On the 6th of October Commodore Hotham ſailed up the north river with a ſquadron of frigates, to co-operate with a body of troops under the command of Sir Henry Clinton, in hopes of gaining Albany, and forming a junction with the army under General Burgoyne. The forts Montgomery and Clinton were carried by ſtorm. The enemy on their retreat ſet fire to two new frigates and ſeveral other veſſels, which were conſumed with their artillery and ſtores: as the fleet and army approached, they alſo abandoned and burnt fort Conſtitution and Conti-

Ship	Guns.	Commander.	Killed.	Wounded.
* Somerset -	70	George Ourry - - -	0	5
Isis - -	50	Hon. W. Cornwallis -	0	3
Roebuck - -	44	Andr. Snape Hamond -	3	7
Pearl - - -	32	Hon. Geo. K. Elphinstone	1	3
Liverpool - -	28	Henry Bellew - -	none	
Vigilant A. S. -	20		2	
Corn. allis [illegible] -			-	2
Armed Sloop -	3	Lieut. Botham - - -	none	

mental

[illegible] salary, in the hall were barracks for 1500 men; a large boom or chain of a curious construction was either carried away or sunk, its value was estimated at [illegible],000 sterling. A.D. 1777

In the mean time Sir James Wallace, with a flying squadron, and Captain Vaughan with a body of light troops, pursued and completely defeated the detachment of the enemy's force in the north river.

In Canada General Carleton compelled the American army, under General St. Clair, to abandon Ticonderoga, while Captain Lutwidge, who commanded on the Lakes, pursued and captured or destroyed their whole remaining naval force. General Burgoyne was not equally fortunate. After having fought two bloody engagements and penetrated as far as Saratoga, he found his army to much reduced; and, [illegible] time it was hemmed in on all sides by a superior force of the enemy, in this situation, on the [illegible] of October, he was [illegible] humiliating necessity of [illegible] into a convention with General Gates.

On the 4th of September the Camel, of 20 guns, the honourable Captain William Clement Finch, with the Druid and Weaver sloops, being in the latitude of 40° 33′ north, and longitude [illegible] west, with the North American trade under their [illegible] [illegible] Master had approached to within [illegible] the Druid [illegible] American [illegible] Captain Clement [illegible] Druid, [illegible] Camel [illegible] great

A.D. 1777 great bravery until half paſt ſix o'clock, when the enemy hauled to windward and made ſail. Lieutenant Bouchier uſed every effort to purſue her, all of which were ineffectual; the Druid was a complete wreck, her maſts, rigging, and ſails cut to pieces, and five feet water in her hold. The Camel and Weaſel were too far to leeward to render her any aſſiſtance. The enemy's ſhip appeared to be a frigate mounted with 38 or 40 guns. Upon Captain Finch joining the Druid, he found ſhe was in too ſhattered a condition to proſecute the voyage, he therefore ordered Mr. Bouchier to proceed with her to England; on his arrival he was promoted to the rank of maſter and commander, as a reward for his bravery.

On the 22d of the ſame month the Alert cutter of 10 guns, 10 ſwivels, and 60 men, commanded by Lieutenant John Bazeley,* at half paſt ſeven in the morning came up with and brought to action an American brig privateer; the engagement continued with much gallantry until ten; when the American availing himſelf of the diſabled ſtate of the cutter made ſail. By the activity of Lieutenant Bazely ſhe was ſoon in a condition to purſue the enemy, and at half paſt one renewed the action; at two ſhe ſtruck, and proved to be the Lexington, of 16 guns, 12 ſwivels, and 84 men; ſeven of whom were killed, and 11 wounded. The Alert had 2 men killed, and 3 wounded.

OCCURRENCES AT AND NEAR HOME.

1778 Supplies granted by parliament for ſea ſervice.

	l.	*s.*	*d.*
For 60 000 men, including 11,829 marines, and ſea ordnance -	3,120,000	0	0
For ordinary, including half-pay to ſea and marine officers - -	389,200	16	0
For building, repairs, &c. - -	488,695	0	0
For Greenwich hoſpital - -	4,000	0	0
Towards diſcharging the navy debt	1,000 000	0	0
Total for the navy - -	5,001,895	16	0
Total ſupplies granted for the year £14,045,497	18	10½	

* The preſent Admiral Bazeley.

On

On the 23d of January his Majesty ordered the following promotions to take place. A.D. 1778

John Reynolds, Esq.	Rear-Adm. of White to be Rear Admirals of the Red.
Sir Hugh Pallier, Bart.	
Hon. John Byron	
Earl Bridport	
George Mackenzie, Esq.	Rear-Admirals of Blue to be Rear-Admirals of the White.
Matthew Barnsley, Esq.	
Sir Peter Parker, Knt.	

Captains.

Hon. Samuel Barrington	To be Rear-Admirals of the White.
Marriot Arbuthnot, Esq.	
Robert Roddam, Esq.	
George Darby, Esq.	
John Campbell, Esq.	To be Rear-Admirals of the Blue.
Christopher Hill, Esq.	
James Gambier, Esq.	
William Lloyd, Esq.	
Francis William Drake, Esq.	
Sir Edward Hughes, Knt.	
Hyde Parker, jun. Esq.	

January the 29th the following flag officers were promoted.

Sir Charles Hardy, Knt.	Admirals of the Blue to be Admirals of the White.
Earl Northiuk	
Sir Thomas Pye, Knt.	
Francis Geary, Esq.	
Sir George Brydges Rodney, Bart.	Vice-Admirals of the Red to be Admirals of the White.
James Young, Esq.	
Sir Peter Burrard, Knt.	Vice-Admirals of the Red to be Admirals of the Blue.
Sir John Moore, Bart.	
Sir James Douglas, Knt.	
Lord Edgcumbe	
Samuel Graves, Esq.	
William Parry, Esq.	
Hon. Mark Kerr	
John Allemand, Esq.	
Dan. Clark, Esq.	
Sir Peter Denis, Bart.	Vice-Admirals of the White to be Vice-Admirals of the Red.
Matthew Buckle, Esq.	
Robert Mann, Esq.	
Charles Gardner, Esq.	
John Montague, Esq.	

Lord

A.D. 1778	Earl Ferrers, Hugh Pigot, Esq. Lord Shuldham,	Vice-Admirals of the Blue, to be Vice-Admirals of the White.
	John Vaughan, Esq.	Rear-Admiral of the Red, to be Vice-Admiral of the White.
	John Lloyd, Esq. Robert Duff, Esq. John Reynolds, Esq. Sir Hugh Palliser, Bart. Hon. John Byron, Earl Bristol,	Rear-Admirals of the Red, to be Vice-Admirals of the Blue.
	George Mackenzie, Esq. Matthew Barton, Esq. Sir Peter Parker, Knt. Hon. Sam. Barrington,	Rear-Admirals of the White, to be Rear-Admirals of the Red.
	John Campbell, Esq. Christopher Hill, Esq.	Rear-Admirals of the Blue, to be Rear-Admirals of the White.

On the 18th of March, the French king issued an edict to seize all British ships in the ports of France; and on the 27th of the same month an embargo was laid on all French shipping in the British ports. Both countries were busily employed in the equipment of powerful fleets; and every proceeding indicated a speedy rupture.*

On the 13th of April, a squadron of French ships of war, under the command of the Comte D'Estaing, sailed from Toulon, destined for North America.† Although the sailing of this squadron was made known to the minister on the 27th, no measures were taken to intercept it, until the 5th of June, when Admiral Byron sailed from Spithead‡ in quest of it.

In the night on the 3d of July, the British squadron was dispersed in a heavy gale of wind from the north. The Princess Royal, Invincible, Culloden, and Guadaloupe, were the only ships left with the admiral. On the 6th, the Culloden parted company; and on the 21st, the Invincible and Guadaloupe; the two last bore away for St. John's, Newfoundland, where they arrived in a most crippled con-

* Appendix, Chap. I. No. 159, &c. State of the British and French Navies.

† Appendix, Chap. II. No. 161.

‡ Appendix, Chap. II. No. 161.

dition.

A.D. 1778 The loſs ſhe ſuſtained in this conflict was eight men killed, and 36 wounded. By the French accounts the Belle Poule had 40 men killed, and 57 wounded.

The Alert came up with a French ſchooner of 14 guns, which ſhe obliged to ſtrike, with the loſs of five men killed, and ſeven wounded.

On the 18th, the Foudroyant, Courageux, and Robuſt, brought into the fleet the Pallas French frigate, of 32 guns, and 220 men. The papers which were found on board of the French ſhips, gave Admiral Keppel an accurate account of their force at Breſt, which conſiſted of 32 ſail of the line, and ten or twelve frigates ready for ſea. This information determined the admiral to return to Portſmouth for a reinforcement; and on the 27th of June the fleet anchored at Spithead.

On the 8th of July, the French fleet put to ſea from Breſt, under the command of the Comte D'Orvilliers. The Lively of 20 guns, Captain Biggs, having been left out to watch the motions of the enemy, upon a fog clearing up, found herſelf in the midſt of their fleet, and was taken.

The fleet under Admiral Keppel having been augmented to thirty ſail of the line, ſailed from Spithead on the 9th of July. On the 23d, the hoſtile fleets came in ſight of each other.* The enemy, who had the advantage of the wind, ſhewed no inclination for battle, which obliged Admiral Keppel to continue chaſing to windward until the 27th, when a favourable ſhift of wind enabled him to fetch the enemy. Upon which the French admiral edged down in a cloſe line of battle, and opened his fire on the headmoſt ſhips. The ſignal was inſtantly made to engage, and a furious cannonade was maintained for near two hours, as the fleets paſſed on contrary tacks. Admiral Keppel then wore to renew the engagement, but obſerving that the Formidable and ſome other ſhips of Sir Hugh Palliſer's diviſion, which had been principally engaged, were incapable (from the damages they had ſuſtained) of obeying the ſignal, he bore down to join them, and formed his line of battle a-head. The night was employed in preparing to renew the action. At day light the next morning, the body of the enemy's fleet was only viſible from the maſt head, ſteering with all ſail ſet, for Breſt. M. D'Orvilliers, to deceive Admiral

Appendix, Chap. II. No. 167.

Keppel,

Keppel, [illegible] to the ships, with orders to [illegible] at proper distances, and to carry [illegible] directions [illegible] orders. It was [illegible] the [illegible] of [illegible] that [illegible] ships, [illegible] should return to England. The loss [illegible] in this action was 133 killed, [illegible] wounded. The enemy's [illegible] amounted to 105 killed, [illegible] wounded. A.D. 1778

On the 18th August, the French fleet [illegible] and put to sea; it [illegible] to cruize off Cape [illegible] and [illegible] 18th of September, and then returned to Brest. On the 23rd of August Admiral Keppel sailed, and cruized [illegible] westward, with [illegible] the seas, and [illegible] September [illegible] Keppel returned to Portsmouth, [illegible] disputes [illegible] were now [illegible], [illegible] Pallisers [illegible] the [illegible] [illegible] Sir Thomas [illegible] [illegible] commanded [illegible] for the trial of Admiral Keppel. On the [illegible] ber, A.D. [illegible] was [illegible] [illegible] the [illegible]

On the [illegible] Admiral [illegible] commanded [illegible] the officers, [illegible] [illegible] Hale [illegible]

[illegible]
Hawke [illegible]
John Moore [illegible]
[illegible]
Samuel Graves [illegible]
Hugh Pallisers [illegible]
Robert Harland [illegible]

The Fox, [illegible] Captain Wooldridge, [illegible] was [illegible] Captain Wooldridge [illegible] tonnes, of 32 [illegible]

The Hebe [illegible] Captain [illegible] Hawke, employed [illegible] La Sensible [illegible]

A.D. 1778 On the 20th of October, the Jupiter, of 50 guns, Captain Francis Reynolds, and the Medea of 28 guns, Captain James Montagu, being on a cruize in the bay, fell in with a French line of battle ship. At five P. M. the Jupiter brought her to close action in which she was joined by the Medea, who soon received a dangerous shot between wind and water, which compelled Captain Montagu to bear away for Lisbon. Captain Reynolds continued the engagement with great bravery until eight, when the enemy made sail, and bore away for Ferrol; where it was reported she arrived with the loss of her captain, and 200 men killed and wounded. The Jupiter put into Lisbon to refit.

On the 25th of December, Admiral Lord Shuldham sailed from Spithead, with above 300 sail of merchantmen under his convoy, which he was to conduct in safety to a certain latitude, and return home The fleet consisted chiefly of the trade bound to North America, the East and West-Indies.* Off the Berryhead, the Russel, of 74 guns, ran with such violence on board of the London East-Indiaman, that she sunk in less than an hour. The Romulus saved the crew, excepting three or four. The damage the Russel received was so great, that she was ordered to Portsmouth to repair.

On the 21st of April, the Trident, of 64 guns, Captain John Elliot, sailed from Spithead, having on board Lord Carlisle, Mr. Eden, and Captain George Johnstone,† who, with the commanders in chief of the land and sea forces in North America, were appointed to negotiate an accommodation with the congress.

On the 24th of the same month, his Majesty embarked at Greenwich on board the Augusta yacht, accompanied by the Earl of Sandwich, to visit the dock-yards at Chatham and Sheerness. On the 2d of May, his Majesty also visited the dock-yard at Portsmouth, and the fleet at Spithead. Upon this occasion he created Samuel Hood, Esq. commissioner of the dock-yard, and Sir Richard Bickerton, Knt. captain of the Augusta yacht, Baronets; and conferred the honour of knighthood on Digby Dent, Esq. Captain of the flag ship.

* [illegible] Chap. II. No. [illegible].

† [illegible] Commodore Johnstone, who commanded at Port [illegible]

MEDI-

A.D. 1715

MEDITERRANEAN.

The [illegible] was [illegible] by Vice-Admiral R[illegible] [illegible] The *Ch[illegible]*, R[illegible] [illegible] Thomas Weth, was [illegible] and carried into Leghorn.

NORTH AMERICA.

On the 9th May, Lord Howe detached Captain Henry [illegible] [illegible] Mr. [illegible], who [illegible] purpose [illegible] [illegible] Rh[illegible].

[illegible]

A. D. 1778 take care of their respective vessels, were found concealed in the boats which were employed to convey their fortunate companions on board of the men of war. The zeal displayed by the masters and mates of the merchant vessels at New York, was equally meritorious; they earnestly solicited employment, and chearfully took their stations at the guns, and assisted in all other duties of a common sailor. Others put to sea in light vessels, to watch the motions of the enemy, and performed various essential services. One in particular, with a noble disinterestedness, offered to convert his vessel, which was the whole of his fortune, into a fire-ship, to be conducted by himself.* The public spirit, zeal, and bravery, was not less conspicuous among the troops, who contended the point of honour to serve as marines on board the fleet; it was at length decided by lot, which fell to the share of the light infantry and grenadiers. The British fleet lie in this situation for several days, with the continual mortification of seeing vessels, who (mistaking the enemy for the British fleet) were captured, without a possibility of affording them relief.

On the 22d, the French fleet weighed and stood to sea. A few days after Lord Howe was reinforced by the Cornwall, Raisonable, Centurion, and Renown.

On the 29th of the same month the enemy's fleet appeared off Rhode Island. A squadron of their frigates entered the Scaunnet passage, where the Kingsfisher sloop of war, and two galleys, were at anchor; their commanders finding they could not escape, set fire to their vessels, and went on shore with the crews. On the 8th of August, the Comte D'Estaing, with a part of his fleet, stood into the harbour of Newport, and anchored between Goat island and Conanicut. The captains of his Majesty's ships, which were lying in the harbour, came to the resolution of destroying their ships, to avoid their being captured by the enemy. The crews were landed to serve the artillery at the batteries.†

* This gentleman's name was Deane; he was promoted to the rank of lieutenant; and soon after to that of master and commander.

Ships.	Guns.	Commanders.	
† Orpheus,	32	Captain Charles Hudson.	burnt.
Lark,	32	------- R. Smith.	burnt.
Juno,	32	------- Hugh Dalrymple,	burnt.
Cerberus,	32	------- John Symonds,	burnt.
Flora,	32	------- James Brisbane,	sunk.
Falcon,	14	Henry Harwood	sunk.

On

[illegible]

A.D. 1778 Isis of 50, commanded by Captain Rayner, a desperate action ensued, and continued with great obstinacy for an hour and a half, when the Frenchman bore up and put before the wind. Captain Rayner would have pursued her, but that his crippled state rendered it impracticable. In this gallant action the Isis had only one man killed, and 14 wounded. It was said that the Cæsar had 70 men killed and wounded; among the latter was M. Bouganville, who lost his right arm.*

On the 4th of September Captain Fanshaw, in the Carysfort frigate, and Major-General Grey, with a detachment of the army, destroyed 24 of the enemy's armed vessels and boats at Martha's Vineyard, and in the adjacent harbours and creeks.

On the 12th of the same month Lord Howe resigned the command of the fleet in North America, and sailed for England in the Eagle. Rear-Admiral Gambier succeeded to the command.

It was the month of October before Admiral Byron had collected his fleet, and was in readiness to put to sea from New York; from whence he proceeded to cruize off Boston, to block up the French fleet which had taken shelter in that port. Ill fortune continued to pursue this admiral, he had not long arrived upon his station, when a violent storm drove him off the coast and dispersed the squadron, many of the ships were obliged to put into Rhode Island in a most shattered condition. The Comte D'Estaing seized this favourable moment to slip out of Boston and steered for the West-Indies. On the same day (November the 3d) Commodore Hotham left Sandy Hook with a squadron of ships of war and 60 sail of transports, having on board 5000 veteran troops under the command of Major General Grant for the same destination.† These fleets must at times have been no great distance from each

* The Duke of Ancaster served as a volunteer on board the Isis, and distinguished himself with great bravery.

Ships.	Guns.	Commanders.
Preston - -	50	Commodore W. Hotham; Captain Upperton
St. A[illegible] - -	64	—— Rd. C[illegible]
N[illegible] - -	64	—— Walter [illegible]
H[illegible] - -	50	—— James [illegible]
Centurion - -	50	—— Rd. [illegible]

other

[illegible] where they were [illegible] a heavy sea and wind, [illegible] the French were [illegible] and [illegible] abundance; while Commodore Hotham had the good [illegible] and also take possession of the [illegible] and reached Barbados in safety.

On the 9th of November, Captain Van Gerbrandt, in the Mercury, [illegible] Commodore [illegible] Bagot, [illegible] off Cape Henry, [illegible] a large French ship, which was [illegible] the Commodore [illegible]. She proved to be the [illegible] mounting 22 guns; eighteen of which were [illegible], and 18 wounded; the [illegible] on Virginia, [illegible] to Port L'Orient, [illegible]. The Mercury had 4 men killed, and 10 wounded.

NEW ZEALAND.

Vice-Admiral Montagu [illegible] at the [illegible] of Commodore [illegible] squadron [illegible] Hudson's Bay, and Mediterranean. [illegible] the [illegible] the [illegible] detached, [illegible] the island [illegible]

FALKLAND ISLANDS.

[illegible] Rear-Admiral [illegible] commanded [illegible]

[illegible] Commodore [illegible] Falkland [illegible] with [illegible] the [illegible] flag [illegible] Commodore [illegible] Rear-Admiral [illegible]

[illegible] Dominica [illegible] Martinique [illegible]

[illegible] the arrival of Commodore [illegible] beginning [illegible]

A.D. 1778 December with the reinforcements from North America. The reduction of the iſland of St. Lucia was immediately determined; the fleet ſailed from Barbadoes, and arrived off the iſland on the 13th of December, on the ſame day Brigadier-Generals Meadows and Preſcot landed in different parts of the Grand Cul de Sac with a conſiderable body of troops, while Brigadier-General Sir Henry Calder protected the landing place to keep open a communication between the fleet and army. The Britiſh forces had not been long in the poſſeſſion of this part of the iſland, before the Comte D'Eſtaing made his appearance with twelve ſail of the line, having on board 9000 troops. Admiral Barrington ordered the tranſports to be warped cloſe in ſhore, and moored his little ſquadron with ſo much ſkill and judgment as to baffle the repeated attacks of the enemy.* On the 15th the Comte D'Eſtaing made two deſperate attacks on the Britiſh ſquadron; but the determined coolneſs, reſolution, and bravery of its commanders, ſupported by a ſteady and well-directed fire from the batteries on ſhore, compelled him to ſtand to ſea, and relinquiſh any further attempts. The next day the French fleet were obſerved plying to windward, and in the evening it anchored off Gros Iſlet. The French troops which were landed made ſeveral attempts to carry the batteries, in all of which they were repulſed, as well as in the field, with a dreadful ſlaughter. Finding every effort ineffectual to recover the iſland, they re-embarked, and left the conquerors in quiet poſſeſſion.

JAMAICA.

On the 3d of March Sir Peter Parker arrived at Port Royal, and took on him the command of his Majeſty's ſquadron.†

On the 8th of July the Oſtrich, of 14 guns, and 110 men, commanded by Captain Peter Rainier,‡ being on a cruize off Savannah Point, Jamaica, fell in with, and after a bloody engagement, which continued three hours, captured a French privateer of 16 guns, and 150 men; 30 of whom were killed, and a great number wounded. The

* Appendix, Chap. II. No. 173.
† Appendix, Chap. II. No. 174.
‡ The preſent Admiral Rainier.

Oſtrich

C[illegible] [illegible] men killed, and 23 wounded; among the A.D. [illegible] were captain R[illegible] and Lieutenant O'Brien. 1778

EAST INDIES.

On [illegible] Commodore Sir Edward V[illegible] [illegible] the Monsieur [illegible] squadron, [illegible] [illegible] [illegible] south [illegible] [illegible] and was [illegible] [illegible] south [illegible] and [illegible] On [illegible] [illegible] them, but [illegible] [illegible] [illegible] [illegible] [illegible] Bo[illegible]

After [illegible] [illegible] was taken.

EUROPE.

AT AND NEAR HOME.

Supplies granted by parliament for the sea service.

[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
Total [illegible]	[illegible]

A.D. 1779

Flag Officers employed.

Officers.	*Rank.*	*Ships.*
	Portſmouth.	
Sir Thomas Pye,	Admiral of the White,	Diligente
	Channel Fleet.	
Sir C. Hardy, Knt.	Admiral of the White,	Victory
G. Darby, Eſq.	Vice-Adm. of the Blue,	Britannia
Rob. Digby, Eſq.	Rear-Adm. of the Blue,	Prince George
Sir J. L. Roſs, Bart.	Rear-Ad. of the Blue,	Royal George
	Mediterranean.	
Rob. Duff, Eſq.	Vice-Adm. of the Blue,	Panther
	North America.	
Mar. Arbuthnot, Eſq.	Vice-Ad. of the Blue,	Europe
Sir Geo. Collier, Knt.	Commodore,	Raiſonable
	Newfoundland.	
R. Edwards, Eſq.	Rear-Ad. of the Blue,	Portland
	Leeward Iſlands.	
Hon. John Byron,	Vice-Adm. of the Blue,	Princeſs Royal
Hon. S. Barrington,	Vice-Ad. of the Blue,	Prince of Wales
H. Parker, ſen. Eſq.	Rear-Ad. of the Red,	
Joſ. Rowley, Eſq.	Rear-Adm. of the Blue,	Suffolk
	Jamaica.	
Sir Peter Parker,	Vice-Adm. of the Blue,	Briſtol
	Eaſt-Indies.	
Sir E. Hughes, K. B.	Rear-Ad. of the Red,	Superb
Sir E. Vernon, Kt.	Rear-Ad. of the White,	Rippon

January the 2d, at ſix o'clock in the morning, a dreadful fire broke out at Greenwich hoſpital, which was not extinguiſhed till the evening. The chapel, great dining-hall, and five or ſix wards were entirely conſumed.

In February his Majeſty was pleaſed to order the following promotion of flag officers:

George Mackenzie, Eſq. Matthew Barton, Eſq. Sir Peter Parker, Knt. Hon. Sam. Barrington	Rear-Admirals of Red to be Vice-Admirals of the Blue.
Marriot Arbuthnot, Eſq. Robert Roddam, Eſq. George Darby, Eſq. John Campbell, Eſq.	Rear-Admirals of White to be Vice-Admirals of the Blue.

James

A. D.
[illegible]

[illegible]
[illegible]
[illegible] W. D[illegible]
[illegible]
Hyde Parker, [illegible] Esq.
} Rear-Admirals of the Blue to Rear-Admirals of the Red.

Captains.

John [illegible], Esq.
M[illegible] M[illegible], Esq.
N[illegible] V[illegible], Esq.
J[illegible], Esq.
Sir [illegible]
} To be Rear-Admirals of the White.

Joshua Rowley, Esq.
Richard Edwards, Esq.
Thomas [illegible], Esq.
Robert D[illegible], Esq.
Sir [illegible], Bart.
} To be Rear-Admirals of the [illegible]

[illegible] com- mence [illegible] [illegible]

Present – Sir [illegible] White.
M[illegible] B[illegible]
J[illegible]
M[illegible] White.
Robert R[illegible]

[illegible]

[illegible]

[illegible] parts of parliament.

A.D. 1779 On the 26th Admiral Lord Shuldham returned to Spithead with part of the men of war, having left the respective convoys safe, 226 leagues to the westward of the Lizard.

On the 31st, Captain Pownal, in his Majesty's ship Apollo, of 32 guns, and 220 men, being on a cruize off the coast of France, gave chace to ten sail, which were soon discovered to be a convoy, escorted by a frigate. The Apollo did not get alongside of the frigate till she was within half a mile of the rocks off St. Brieux, when a close action commenced, and continued very obstinate for an hour and a half; the enemy then struck, and proved to be L'Oiseau French frigate, mounting twenty-six nine pounders on the main deck, and 224 men, commanded by the Chevalier de Torade; she had left Brest the preceding day with the convoy, the whole of which escaped, by running in among the rocks. The Apollo had six men killed, and twenty-two wounded; among the latter were Captain Pownal, and both the lieutenants. The loss of the enemy was never ascertained.

February, his Majesty's frigate Arethusa, of 32 guns, Captain Charles Holmes Everitt, was wrecked upon the rocks near Ushant, in pursuit of an enemy. The crew were saved, and treated by the French with great humanity.

On the 14th of February the Hon. Admiral Keppel hoisted his flag on board the Victory at Spithead, and resumed the command of the channel fleet.

On the 8th of March, Rear-Admiral Sir Edward Hughes sailed from Portsmouth with a squadron of ships of war for the East-Indies.

At day break on the 14th of March, his Majesty's cutter the Rattlesnake, of ten four pounders, twelve swivels, and [illegible] men, commanded by Lieutenant Knell, fell in with two French cutters at the back of the Isle of Wight. Upon perceiving the Rattlesnake, they bore away for the Solent. Lieutenant Knell immediately gave chase; and at [illegible] (being then about four leagues [illegible]) came up with, and engaged the [illegible] of 14 guns, 12 swivels, and 62 men: the other cutter, which was a remarkable fast sailer, came up

[illegible]

to

to her assistance, and boarded and carried the Rattlesnake until [illegible] A.D. [illegible] 1779
[illegible] the other in- [illegible] and attempted to escape; but Lieute- [illegible] Kin[illegible] [illegible] down, and three [illegible] carried, by boarding, [illegible] the ship [illegible] by the Fortunate [illegible]. The cutter [illegible] struck, [illegible] the Rattle- [illegible] and escaped. The [illegible] was killed, [illegible] and twelve [illegible] were killed, and [illegible]. The Rattlesnake had [illegible] killed; Lieu- tenant [illegible], one midshipman, and [illegible] men wounded.

For this gallant action, Mr. Kindl was promoted to the rank of master and commander.

March the 10th, Sir Charles Hardy was appointed to succeed Admiral Keppel, who resigned the command of the channel fleet; Vice-Admiral Darby was appointed second in command, and Rear-Admiral Digby, third.

April [illegible] 1778, a court martial assembled on board his majesty's ship Sandwich, in Portsmouth harbour, to try Sir Hugh Palliser, Vice-Admiral of the Blue. The members were,

President,

John Darby, Esq. Vice-Admiral of the Blue.

Robert Digby, Rear-Admiral of the Blue.	Sir Charles Ogle [illegible].
Captain Richard Kempenfelt,	Hugh Robinson,
Vere [illegible],	Sir C. Gambier,
Adam Duncan,	Robert Linzee,
[illegible],	G. R. Vickers.
[illegible].	

The court continued sitting until the 5th of May, Sundays excepted, when, after two days [illegible], it passed the following sentence:

"The order to the court-martial [illegible] "pose [illegible] minutes [illegible] "[illegible] Hon. "Augustus Keppel, [illegible] "[illegible] the admiral, [illegible] "[illegible] Vice-Admiral [illegible] "[illegible] the court proceeded to examine witnesses, [illegible]

"and

A.D. 1779 "said several matters, and to try him for the same; and "having maturely considered the whole also what the pri- "soner has alledged in his defence, together with what has "been given in upon evidence in support thereof, are of "opinion that his conduct and behaviour in those days "were in many respects highly exemplary and meritorious; "at the same time cannot help thinking it was incumbent "upon him to have made known to his commander in "chief the disabled state of the Formidable, which he might "have done by the Fox at the time she joined him, or by "other means. Notwithstanding his omission in that par- "ticular, the court are of opinion he is not in any other "respect chargeable with misconduct or misbehaviour on "the days above-mentioned; and therefore they acquit "him, and he is hereby acquitted accordingly."

Previous to the trial of Sir Hugh Palliser, he resigned his seat at the admiralty board, the lieutenant-generalship of the marines, his government of Scarborough castle, and vacated his seat in parliament.

On the 1st of May Rear-Admiral Arbuthnot sailed from Spithead with a squadron of ships of war,* having under his convoy the trade bound to North America and Newfoundland, the whole consisting of near 300 sail. On his passage down channel, he fell in with the vessel which had been sent express from Jersey to England with the account of the imminent danger that island was in, by an attack from the French. The admiral conceiving that the loss of this valuable island might reflect censure upon him, while he commanded a force in the channel, ordered the convoy to wait for him in Torbay, and proceeded to the relief of Jersey. In consequence of this delay, and a continuance of westerly winds, the convoy did not get clear of the channel before the end of June.

On the 19th of May Sir James Wallace, in his Majesty's ship Experiment, of 50 guns, with two frigates, and two armed brigs,† pursued into Conceale bay three French frigates,

* Appendix, Chap. III. No. 177.

† English Ships.

[illegible]	-	50	Sir James Wallace,
[illegible]	-	32	[illegible],
[illegible]	-	20	[illegible],
[illegible]	-	12	Leonard Dodd
[illegible]	-	12	

French

A.D. 1779

gates, a cutter, and several small craft. Eager to place the [illegible] to a battery which was in the bay, and the pilots [illegible], Sir James took [illegible] on shore abreast of the battery, which he very soon silenced, and compelled the crews of the French frigates to abandon their ships; [illegible], in the night [illegible] one of the frigates; the other two, with a cutter and several small vessels, were destroyed.

On the 4th of June, the French fleet, under the command of M. D'Orvilliers, consisting of twenty [illegible] sail of the line, and several frigates, sailed from Brest to join the Spanish fleet at Cadiz.

On the 11th, his Royal Highness Prince William Henry embarked on board the [illegible] Prince George, of 98 guns, to serve as a midshipman [illegible].

On the 16th, a proclamation [illegible] hostilities against Spain, the [illegible] having been presented to the British Court, by the Marquis D'Almadovar, the Spanish ambassador.

On the same day Admiral Sir Charles Hardy sailed with the channel fleet from Spithead, to cruize in the bay.

On the 15th of August the combined fleets, consisting of sixty-six sail of the line, [illegible] able [illegible] of the British fleet, at this time cruizing under his command, entered the channel, and paraded two or three days before Plymouth. Some French [illegible] in Cawsand Bay, and captured a few coasting vessels.

On the 17th of August, the Ardent, of 64 guns, commanded by [illegible], [illegible] Plymouth.

[illegible] the enemy [illegible] perceived Sir

[illegible]

Charles

A.D. 1779 Charles Hardy from getting in. On the 31ſt of Auguſt the wind ſhifted to the weſtward, and the Britiſh fleet gained the entrance of the channel in ſight of the combined fleets, without their being able to prevent it. The enemy followed (for it cannot be ſaid purſued) our fleet until ſun ſet, when being a little to the eaſtward of Falmouth, they hauled to the ſouth weſt, and ſtood out of the channel. Sir Charles Hardy proceeded off the Edyſtone, where he anchored the fleet to wait the return of the flood tide; and the next morning anchored at Spithead.

On the 9th of September, the half-pay of the maſters in the royal navy was increaſed as follows:

The twenty-five ſenior maſters (if qualified for firſt and ſecond rates,) 3s. 6d. per day.

The next twenty-five 3s. per day.

On the [illegible] of September, his Majeſty's ſhip Pearl, of 32 guns, commanded by Captain George Montagu, being on a cruize off the Weſtern Iſlands, at ſix in the morning diſcovered a large ſhip in the N. W. which at half paſt nine being then within ſix leagues of Corvo, he came up with, and brought to cloſe action, which continued till half paſt eleven, when ſhe ſtruck, and proved to be the Santa Amonica Spaniſh frigate, of 32 guns, and 271 men, 38 of whom were killed, and 45 wounded. The Pearl had 12 killed, and 19 wounded.

On the 23d of September, Captain Richard Pearſon, of his majeſty's ſhip Serapis, of 40 guns, and the Counteſs of Scarborough armed ſhip of 20, commanded by Captain Piercy, being cloſe in with Scarborough with a large convoy; the bailiff of that corporation ſent off to inform Captain Pearſon that a flying ſquadron of the enemy's ſhips had been ſeen from thence the day before, ſtanding to the ſouthward. Upon receiving this intelligence, Captain Pearſon inſtantly made the ſignal for the convoy to bear down under his lee; and although he repeated it, they ſtill kept ſtretching out from under Flamborough head till between twelve and one, when the headmoſt ſhip of the convoy got ſight of the enemy which were in chace of them; they then tacked and ſtood in ſhore, letting fly their top gallant ſheets, and firing guns. Captain Pearſon made ſail to windward, to get between the enemy's ſhips and the convoy. At one o'clock they were ſeen from the Serapis's maſt head; and at four were diſcovered from the deck to be three

three large ſhips and a b[illegible]. The Counteſs of Scarborough being [illegible] with the convoy, Captain Pearſon made the ſignal for her to join him, and for the convoy to make the beſt of their way. A.D. 1779

At half paſt [illegible] the Counteſs of Scarborough having joined, Captain Pearſon tacked and kept the ſhips heads in ſhore, for the better protection of the convoy. The enemy then hove in ſight, which were ſoon perceived to be a two-deck ſhip, and two frigates. At about twenty minutes paſt ſeven the largeſt ſhip came up on the Serapis's larboard bow, within muſket ſhot. Captain Pearſon hailed to aſk what ſhip it was, he was anſwered the Princeſs Royal; upon replying evaſively to other queſtions, an action ſoon commenced, and after exchanging two or three broadſides, the enemy backed his top ſails, and dropped within piſtol ſhot on the Serapis's quarter, then filled again, and attempted to board her; but being repulſed, ſhe ſheered off. Captain Pearſon, in order to get ſquare with the enemy again, backed his topſails; which was no ſooner obſerved by the enemy, than he filled, put his helm a-weather, and laid the Serapis athwart hawſe, where ſhe continued ſome little time, till the jibb boom giving way, they dropped along ſide of each other head and ſtern, and ſo cloſe that the muzzles of the guns touched each other's ſides. In this poſition the action continued with great fury from half paſt eight till half paſt ten; during which time the Serapis was ſet on fire ten or twelve times, by combuſtibles thrown upon her decks, and other parts of the ſhip; and it was with the greateſt difficulty at times that the fires were extinguiſhed. [illegible]

A. D. 1779 her; but the moment they were on board, a superior number of the enemy were discovered concealed with pikes in their hands, ready to receive them. Upon this the Serapis's crew retreated to their ship, and instantly flew to their guns; but the frigate again pouring a broadside into her stern with great effect, and the main mast falling at the same time, without being able to get a single gun to bear upon her, Captain Pearson was under the painful necessity of ordering the colours to be struck. He was immediately escorted with his first lieutenant, on board the ship alongside, which proved to be the Bon Homme Richard, of 40 guns, and 375 men, commanded by Captain Paul Jones. The frigate which also engaged the Serapis, was the Alliance, of 40 guns, and 300 men. Upon Captain Pearson going on board the Bon Homme Richard, he found her in the greatest distress; her quarters and counter were entirely drove in, the whole of her lower deck guns dismounted; she was also on fire in two places, with six or seven feet water in the hold, which kept increasing upon them so much, that the next day they were obliged to quit her, and she sunk, with a great number of her wounded men on board. The loss she sustained was 306 killed and wounded. The Serapis 49 killed, and 68 wounded.

During this obstinate and bloody contest, Captain Piercy was gallantly and closely engaged with the Pallas, a French frigate, of 32 guns, and 275 men, and the Vengeance brig, of 12 guns, and 70 men; but perceiving another frigate bearing down, he was obliged to surrender after bravely defending the king's ship for two hours. She had 4 men killed, and 20 wounded.

The enemy carried their prizes into the Texel.

This squadron fitted out and sailed from Port L'Orient in July, under the command of Paul Jones, they had on board 300 English prisoners, whom they had taken in different vessels during their cruize.

Upon Captain Pearson's return to England, his Majesty conferred on him the honour of knighthood*. The Royal Exchange Assurance Company presented him with a piece of plate value 100 guineas, and another of 50 to Captain Piercy.

* Sir Richard Pearson is at present Lieutenant-Governor of Greenwich hospital.

The

A.D.

A.D. 1779 the act of towing their ship out of the reach of the flames, saved the lives of Mr. Roberts the first lieutenant, the second lieutenant of marines, the surgeon, and 36 of the crew. Lieutenant George evidently mistook the guns of the Quebec, which went off as they became heated, for those of the enemy.*

On the 22d of October Admiral Sir Charles Hardy sailed from Spithead on a cruize with the channel fleet

On the 11th of November Captain Fairfax, in his Majesty's ship Tartar, of 28 guns, and 200 men, being on a cruize with the squadron under Commodore Johnstone, off Cape Finisterre, was directed to chace a sail; which he soon came up with, and after a short action she struck, and proved to be the Santa Margaritta, Spanish frigate, of 28 guns, and 277 men, commanded by Don Andre de Viana. The enemy had one man killed, and three wounded. The Tartar none.

On the 20th of November his Majesty's ship Hussar, of 28 guns, commanded by Captain Elliot Salter in company with the Chatham, of 50 guns, Captain William Allen, having under their convoy the trade from Lisbon, fell in with a large Spanish ship, which Captain Salter came up with the next morning, and after an action, which continued three quarters of an hour, struck, and proved to be the Nostra Senora del Buen Consegio register ship, pierced for 64 guns, mounting twenty-six 12 pounders and 170 men, from Lima, bound to Cadiz; notwithstanding her having landed most of the treasure at Fyal, she proved a rich prize. The enemy had killed 27 men, and 8 wounded. The Hussar 4 killed, and 10 wounded.

The following privateers were also very fortunate in capturing three register ships.

In September the Amazon, of Liverpool, and the Ranger, of Bristol, after an obstinate engagement of two hours, captured the Santa Incas Spanish man of war, commanded by Don Radosso, from Manilla, bound to Cadiz; she was supposed to be the richest ship taken since the Manilla ship by Lord Anson.

The Dart, of Dartmouth, mounting 14 guns and 60 men, took, without any resistance, the N. S. de Piedat

* [illegible] was made a baronet, as a proof of the pub[illegible] conduct; and a pension was settled on [illegible]

Spanish

[illegible] at [illegible] She had on board [illegible] gold doubloons, [illegible], besides a great [illegible]

[illegible] Hammond, [illegible]

[illegible]

[illegible] were dispatched [illegible] pull down the [illegible]

[illegible] this year [illegible] forward [illegible]

[illegible]

MEDITERRANEAN.

[illegible] any [illegible] was [illegible]

NORTH AMERICA.

[illegible] Virginia.

[illegible] Captain [illegible] Parker [illegible] Campbell, [illegible] New York on the [illegible]

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* See Appendix, Chap. II. Note [illegible]

A.D. 1779 November laſt with a ſmall ſquadron*, and a body of troops for this particular ſervice. Sixteen ſail of veſſels of different deſcriptions were taken or deſtroyed.

The loſs ſuſtained by the Britiſh during the attack was: the navy, 1 killed, 5 wounded; the army, 2 captains, 5 rank and file killed; 1 lieutenant, 18 rank and file wounded.

In the beginning of May Sir George Collier ſailed from New York with a ſquadron of ſhips of war†, and ſeveral tranſports having on board a body of troops under the command of Major-General Mathew. The fleet having entered Hampton road, Sir George Collier ſhifted his pendant into a frigate, and proceeded up Elizabeth river with the ſmaller ſhips of war and tranſports, leaving the Raiſonable and ſome armed tenders in Hampton road to block up that port.

On the 10th of May the troops were landed, and meeting with very little oppoſition, in leſs than a fortnight they deſtroyed the towns of Norfolk, Suffolk, Portſmouth, Goſport, and ſeveral others of leſſer note, together with the magazines filled with proviſions and ſtores for the American army. One hundred and thirty ſhips and veſſels of various deſcriptions were alſo taken or deſtroyed, among the number were two large French ſhips loaded with 1000 hogſheads of tobacco. Some ſhips on the ſtocks were burnt, and a quantity of naval ſtores brought off with 17 prizes. Towards the end of May the fleet and army returned to New York, having firſt demoliſhed Fort Nelſon, and burnt the ſtore-houſes and other buildings in the dock-yard at Goſport.

* Sailed in April for the reduction of Georgia.

Ships.	Guns.	Commanders.
Phœnix - - -	44	Captain Hyde Parker
Vigilant - - -	[illegible]	—— H. C. Chriſtian
Greenwich ſloop -	10	Lieut. Walbeoff
Keppel brig -	[illegible]	Lieut. Witworth
Comet galley - -		

† [illegible]

Ships.	Guns.	Commanders.
[illegible]	64	Sir Geo. Collier, Commodore
[illegible]	44	
[illegible]	14	Rich. Creyke
[illegible]	14	Lieut. Walbeoff
[illegible]	[illegible]	—— Rogers
[illegible] galley		—— Spry

[illegible] ſhips of war and 22 tranſports.

On

On the 30th of May Sir George Collier failed up the North river to [illegible] with a detachment of troops under the command of Major-General Vaughan. The strong posts at Stoney Point, Fort La Fayette, and Verplancks, were taken from the enemy, and being put into a state of defence, Sir George Collier returned to New York; and soon after another expedition was undertaken to the coast of Connecticut, where the enemy had fitted out a great number of small privateers, which very much distressed the trade to and from New York; for this service 2000 troops were embarked under the command of Governor Tryon and Brigadier-General Garth. A.D. 1779

On the 5th of July Sir George Collier anchored with the squadron* off Newhaven; the troops were immediately landed and possession taken of the town without much opposition; after destroying the fort, naval and military stores, the troops were re-embarked, and proceeded to Fairfield, Norwalk, and Greenfield, meeting here with a greater resistance from the enemy than at the former place; these towns were totally destroyed, with a considerable number of ships, both in the harbour and on the stocks; a still greater of whale boats and small craft, together with merchandize and stores to a large amount.

On the 29th of July the fleet returned to New York. The loss sustained on this expedition did not exceed in killed and wounded 150 men.

[illegible] of June Colonel Maclean failed from Halifax [illegible] escorted by [illegible] ships of war† to [illegible] Penobscot, where [illegible] his arrival he [illegible] [illegible] [illegible] for annoying the [illegible].

The Americans at Boston, greatly alarmed at this transf-

---

* [illegible]	Guns.	Commanders.
[illegible]	[illegible]	Sir George Collier, Commodore
[illegible]	[illegible]	
C[illegible]	[illegible]	[illegible]
Ot[illegible]	14	R[illegible] Creyke
[illegible]	1[illegible]	
H[illegible]	[illegible]	
[illegible]		
[illegible]		

† [illegible]	[illegible]	Commanders.	Killed.	Wounded.	Missing.
[illegible]	[illegible]		[illegible]	[illegible]	[illegible]
[illegible]	14		2	[illegible]	[illegible]
Nautilus	16		1	3	[illegible]

A.D. 1779 action, gave immediate orders for the equipment of an expedition to the Penobſcot, the command of which was given to Commodore Saltenſtall and General Lovell.

On the 27th of July the American fleet, conſiſting of 37 ſail, arrived in the river, and began to cannonade the ſloops of war and battery, which was ſo ably returned, that the enemy in their repeated attempts to land were repulſed. On the third day they however ſucceeded, under cover of a moſt furious cannonade, which obliged the picquets to retire into the fort. The attack was now carried on with great ſpirit on both ſides until the night of the 13th of Auguſt, when on a ſudden the American fire ceaſed. At day-light, on the morning of the 14th, to the aſtoniſhment of the garriſon, it was diſcovered that the enemy had abandoned their works, and re-embarked their troops and artillery. This myſtery was ſoon cleared up by the appearance of Sir George Collier with a ſquadron of ſhips of war* entering the river; who immediately on receiving the intelligence of the attack at Penobſcot ſailed from Sandy Hook to its relief†. Commodore Saltenſtall at firſt drew up his ſquadron and made a ſhew of reſiſtance; but on the approach of the Britiſh frigates, his reſolution ſoon failed, and a moſt ignominious flight took place, which terminated in the capture and deſtruction of the whole American ſquadron, amounting to 19 armed veſſels and 24 tranſports, including two taken by the ſquadron on its paſſage.

Soon after Sir George Collier's return to New York, Vice-Admiral Arbuthnot arrived from England, and took on him the command of the fleet.

On the 9th of September the Count D'Eſtaing anchored with the French fleet, conſiſting of about 40 ſail, including tranſports, off the bar of Tybee, at the mouth of the river Savannah; this armament was intended for the reduction of Georgia.

The Experiment, of 50 guns, commanded by Sir James Wallace, on her paſſage from New York to Savannah with ſupplies, had the misfortune to fall in with the French fleet; and after a moſt gallant defence, in ſight of the whole fleet, was obliged to ſurrender to the ſuperior force of the enemy. The Experiment a few days before had

* See Appendix, Chap. II. No. [illegible]
† See [illegible]

been

A.D. 1792

A.D. 1779 gular troops, besides mulattoes and free negroes brought from the West-Indies. The American army under General Lincoln to about 3000 men.

The loss the French sustained on this expedition is computed at 1500 men.

NEWFOUNDLAND.

Rear-Admiral Edwards commanded his Majesty's squadron on this station*, whose cruizers were very vigilant in protecting the fishery and trade from the depredations of the enemy's privateers.

On the 14th of July Captain Samuel Reeve, of his Majesty's ship Surprize, of 28 guns, lying in St. John's harbour, received intelligence of an American privateer being off that port; he immediately slipped his cables, and went in pursuit of her; after a short chace she was captured, and proved to be the Wild Cat, from Boston, mounting 14 guns and 75 men. The preceding day she had taken the Egmont schooner, commanded by Lieutenant Gardiner, who with 20 of his men were on board the privateer.

On the 13th of October Captain Reeve also captured on the banks of Newfoundland the Jason and Monmouth American privateers, the first a ship of 20 nine pounders, the last, a brig of 14 six pounders, and 65 men.

His Majesty's ship Licorne, of 32 guns, commanded by the honourable Captain Cadogan, took, after an action of half an hour, L'Audacieuse French privateer, of 24 six-pounders, and 194 men, 22 of whom were killed, and 17 wounded. On the same cruize Captain Cadogan took the General Sullivan American privateer, of 24 six-pounders, and 106 men.

WEST-INDIES.

LEEWARD ISLANDS.

On the 6th of January, Vice-Admiral Byron arrived in the West-Indies, and joined Rear-Admiral Barrington at St. Lucia with nine sail of the line.

On the 30th of January, his majesty's sloop the Weazle, of 14 guns, commanded by Captain Lewis Robinson, having dispatches on board from Admiral Barrington, fell in with, and was captured off St. Eustatia by La Boudeuse French frigate, of 30 guns.

* See Appendix, Chap. II. No. 183.

On

On the 7th of March, Captain Vincent, in the Yarmouth, of 64 guns, being on a cruize off the island of Antigua, about five o'clock in the evening discovered and chaced six sail: at nine Captain Vincent came up with the largest, which upon being hailed, hoisted American colours, and fired her broadside into the Yarmouth; she continued to engage for about twenty minutes, when on a sudden she blew up; being very near to the Yarmouth, a great part of the wreck fell on board her, which cut her rigging and sails to pieces, killed five men, and wounded twelve others. On the 12th, Captain Vincent being in chace, saw a large piece of a wreck with four men on it, upon which he gave up the chace, and bore down to pick them up. They proved to be the only remaining part of the unfortunate crew of the ship which had blown up while engaging the Yarmouth. These poor wretches had subsisted on nothing but rain water, which they had caught in a piece of an old blanket. Captain Vincent learnt from them, that the ship was the Randolph American privateer, of 30 guns, and 315 men. A.D. 1779

Towards the middle of June, a very considerable fleet of merchantmen having assembled at St. Christophers from the different West-India Islands, bound to England, induced Vice Admiral Barton to consider it an object of the greatest importance that they should be safely conducted clear of the islands; he therefore sailed about the end of the month, with his whole fleet. On his return to St. Lucia on the 11th of July, he received intelligence that the island of St. Vincent had been taken by a united body of French and Indians, consisting of about [illegible] regulars, headed by a lieutenant [illegible], and [illegible] County D'Estaing had sailed from [illegible] with a British fleet, to attack the island of Grenada, which, after a very able and gallant defence made by its governor, Lord Macartney, was obliged to surrender at discretion. Admiral Barton immediately sailed, in hopes of being in time to relieve it.

On the morning, at daybreak, of the 6th of July, the enemy's fleet was discovered getting under sail from St. Georges's bay, and it [illegible] our to be, that [illegible] at this time being accidentally [illegible], and the admiral [illegible]-

* A [illegible] H. N. [illegible]

A. D. 1779 ing been led to believe that it was not more than equal to his own; and from the manœuvres of the French admiral, which evidently displayed no desire for battle, and whose ships being all clean, and in general faster sailers than the English, gave him the advantage, should he be obliged to engage, in the mode of attack.

Admiral Byron discovering the intention of the enemy, made the signal for a general chace, and for the ships to engage and to form as they could get up. As the enemy drew into a line of battle, their strength and superiority was plainly perceived; and the signal for chace being still kept abroad with that for a close engagement, a partial action commenced at about half past seven A. M. between Vice-Admiral Barrington, in the Prince of Wales, supported by the Boyne, Sultan, Grafton, Cornwall, Lion, and Monmouth, with almost the whole of the French line, whose advantage in sailing made them elude every effort of the British commanders to bring on a general and decisive action. In this unequal conflict, the Grafton, Cornwall, Lion, and Monmouth, sustained the fire of the whole French line as they passed them on the opposite tack, and were dreadfully disabled. About twelve o'clock the action ceased, but was partially renewed at two, and continued at times a random firing until the evening; when the fleets had increased their distance about three miles. The Lion and Monmouth sustained so much damage, that they were little better than wrecks, and narrowly escaped being cut off by the enemy; the first bore away for Jamaica, where she safely arrived on the 20th; and the Monmouth was ordered to Antigua. At the close of the evening, Admiral Byron drew up his remaining nineteen ships in line of battle, in full expectation that the enemy, from their superiority, would attack him the next morning; but D'Estaing, during the night, returned to Grenada, thinking it of much more consequence to preserve his new conquests, than to risk a second action. Admiral Byron proceeded with the fleet to St. Kitts.

The loss sustained in this action amounted to 163 killed, and [illegible] wounded, among which four officers were killed. [illegible] provisions; and well-[illegible] states [illegible] to 1770, to give [illegible] number of troops which [illegible]

[illegible]

[illegible], Vice-Admiral Byron return- [illegible] England [illegible] Rear-Admiral H[illegible] A. D. [illegible]

[illegible] 24 [illegible], Captain John [illegible] [illegible] being [illegible] and [illegible] most [illegible] [illegible] [illegible] years, [illegible]

Captain [illegible] the Sphinx.

[illegible] December, [illegible] morning, the [illegible] Montague and [illegible] Windsor [illegible] Rear-Admiral Parker, [illegible] Fort Royal.

[illegible] French [illegible] About four [illegible] the [illegible] French [illegible]

[illegible]

A.D. 1779 "ing considerably on the enemy, gave me infinite pleasure: towards sun-set the Albion had got well up to "second the Conqueror, and the other ships were in action. "The ships having got within the shoals, and within "reach of the enemy's batteries, I called them off by "the night signal, when it was with inexpressible concern "I then heard that Captain Griffith was killed by the "last broadside. The service cannot lose a better man, or "better officer."

The Conqueror, exclusive of Captain Griffith, had three men killed, and eleven wounded.

The convoy was from Marseilles, chiefly laden with provisions and merchandize. Eight sail were taken.*

August 30th, Captain Charles Thompson, in his Majesty's ship Boreas, of 28 guns, fell in with, and after a smart action, captured Le Compas French ship, *armed en flute*, mounting 20 guns, and 140 men. The Boreas had four men killed, and five wounded. The enemy's loss was considerable.

Rear-Admiral Parker returned with his prizes to St. Lucia. On the 10th, intelligence was brought him that three large ships had been seen from the Morne, steering to the northward.

Rear-Admiral Rowley was immediately detached with four sail of the line† in quest of them; and on the 21st he had the good fortune to get sight of the enemy's ships; which, after a chase of several hours, were all captured. They proved to be three large French frigates; La For-

Ships.	*Guns.*	*Men*	*Tons.*	*Laden*
* Le President,	32	160	550	taken into the service, named Albemarle.
Le Bellum,	32	160	550	
Le Mercure,	30	160	600	
Le Hercule,	30	160	550	
Le Maréchal de Biron,	22	150	400	Provisions and merchandize.
Le Belle, -	12	35	200	
Le Comte, -	8	35	150	
Le Jean Henrietta,	2	30	160	

Ships.	*Guns.*	*Commanders.*
† Sultan, -	74	Rear Admiral Rowley. Capt. H. C. Christian.
Monarch,	74	— John Inglefield.
Vengeance,	74	
Stirling Castle,	64	— Ph. Cosby.

tunée'

tonee, of 42 guns, and 247 men, commanded by M. Marigny; La Blanche, of 36 guns, and 212, M. Galiffonière; and the Ellis, of 28 guns, and 68 men, M. Fontenceaux. These ships were added to the royal navy. A D. 1779

JAMAICA.

Vice-Admiral Sir Peter Parker, who commanded his Majesty's ships on this station,* having been informed that the bay men on the Musquitto, and bay of Honduras shores, were in great danger of an attack from the Spaniards; and that they had absolutely landed at St. George's key, which place they had plundered, and treated the inhabitants with great cruelty; in order to protect this settlement from further insults, the admiral dispatched the Porcupine sloop of war, Captain John Pakenham, to cooperate with a small detachment of troops which were sent by the governor of Jamaica, under the command of Captain Dalrymple. About the same time the honourable Captain John Luttrell was detached with a small squadron to intercept some register ships, which however escaped, and took shelter under the protection of the strong fortresses of St. Fernando de Omoa. It fortunately happened that Captain Luttrell fell in with the Porcupine sloop, and the detachment under Captain Dalrymple, returning, having performed the service upon which they had been sent, and entirely driven the Spaniards from that part of the coast.

It was now agreed between the sea and land commanders, to join their forces, and proceed immediately to the attack of Omoa. On the 15th of October the armed boats were placed, and landed the regular troops, having, at the same time, the squadron, which together did not [illegible] Any thing like a regular siege would [illegible] to the enterprize, from the strength of the place, and not having any heavy artillery, it was [illegible] determined to carry the place by a *coup de main*.

* [illegible]

[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

[illegible]

A.D. 1779 Every neceſſary meaſure was inſtantly prepared for this bold attempt; and on the night of the 16th, a general attack took place by ſignal on the ſea and land ſide; the fort was ſtormed with very little reſiſtance; the governor, and principal officers preſented their ſwords and keys to the commandant, with a ſurrender of the fort, garriſon, and ſhips in the harbour. In the fort was found 250 quintals of quickſilver, and on board the ſhips about three millions of piaſtres.

A ſingular circumſtance is related of a ſailor, who ſingly ſcrambled over the wall of the fort, with a cutlaſs in each hand. Thus equipped, he fell in with a Spaniſh officer juſt rouſed from ſleep, and who, in the hurry and confuſion had forgotten his ſword. The tar diſdaining to take advantage of an unarmed foe, and willing to diſplay his courage in ſingle combat, preſented the officer with one of the cutlaſſes, telling him, "he ſcorned any advantage; "you are now on a footing with me." The aſtoniſhment of the officer, at ſuch an act of generoſity, and the facility with which a friendly parly took place, when he expected nothing elſe but (from the hoſtile appearance of his foe) to be cut to pieces, could only be rivalled by the admiration which his relating the ſtory excited in his countrymen. Upon this circumſtance being mentioned to Sir Peter Parker, at the return of the ſquadron, he appointed this intrepid fellow to be boatſwain of a ſloop of war. A few years after, either in a fit of madneſs, or intoxication, he forgot his ſituation, and ſtruck the Lieutenant of the Ferret ſloop of war, for which he was tried by a court-martial, condemned to ſuffer death, and executed.

His Majeſty's ſhip Ruby, of 64 guns, Captain Everitt, the Æolus, of 32, Captain , and Jamaica, of 14, Captain , being on a cruize off the iſland of Gonave, fell in with, and took, after a ſhort chace and running fight, La Prudente French frigate, of 36 guns, commanded by the Viſcount D'Eſtear. Captain Everitt was killed by a random ſhot. La Prudente was added to the navy.

On the 12th of December, Captain Charles Inglis, of his Majeſty's ſhip Salſbury, of 50 guns, being on a cruize off Port de Sall, in the bay of Honduras, fell in with, and after a ſpirited action, captured the San Carlos, Spaniſh private ſhip of war, mounting 20 guns, and 397 men, com

[illegible] 15, Don [illegible] Zuniga, from C[illegible] A.D. [illegible] 1799

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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SUPPLEMENT

A.D. 1774. to the Lords Commiſſioners of the Admiralty, that the lapels and cuffs of the military uniform frocks appointed to be worn by the Lieutenants of his Majeſty's fleet, be for the future white inſtead of blue cloth, and the waiſtcoat, &c. plain white cloth, with gilt buttons, of the pattern now worn, without any lace, the lieutenants of his Majeſty's fleet are directed to conform ſtrictly thereto.

Admiralty Office, July, 1774.

1774. HIS Majeſty having ſignified to my Lords Commiſſioners of the Admiralty, his royal pleaſure that the uniform cloathing appointed to be worn by the captains and commanders of his fleet ſhall be altered in the manner mentioned at the foot hereof; that the uniform ſo altered ſhall be conſidered as the full dreſs, and that a blue frock with embroidered button holes, conformable to the pattern lodged at the Navy Office, be allowed to be worn upon common occaſions; their Lordſhips do hereby give notice thereof to the captains and commanders of his Majeſty's fleet, and direct and require them reſpectively to conform ſtrictly thereto.

[illegible] to the pattern [illegible] Cloathing [illegible] Captains [illegible] Commanders [illegible] Majeſty's Fleet.

The lace on the coat to return round the pockets and [illegible], the lapels and cuffs to be two inches and a half [illegible], the lace upon the upper part of the lapels to run [illegible] the lower edge of the collar, the buttons to be [illegible], with an anchor [illegible] engraved thereon, according [illegible] pattern lodged at the Navy Office. The waiſtcoat [illegible] to be of the ſame [illegible] inſtead of blue, and both to have [illegible] buttons of the ſame pattern as the coat.

[illegible]

[illegible] the collar the lace, the collar [illegible] lapels, lapel over behind, white ſhal- [illegible] as the dreſs coat, gold em- [illegible]

[illegible] upward, [illegible] lapels, by [illegible], three on the lapel [illegible]

[illegible] ſmaller, [illegible]

ERRATA — VOL. I.

Page 78 line 18 Established, *read* establishes.
192 — 20 et. Ferrare, *read* Ferdere.
[illegible] — 24 was, *read* were.
247 — 13 descends, *read* descends.
[illegible] — 13 and, *read* with.
— — 13 *rem.* the word and.
265 — 2 to Halifax, *read* of Halifax.
[illegible] — 6 *dele* the word and.
286 }
287 } Boisque, *read* Bosque.
287 — 17 Genève, *read* Genave.
[illegible] — [illegible] *read* 1758.
[illegible] — [illegible] *read* Anet.
[illegible] — [illegible] *read* [illegible]
[illegible] — 176[illegible] *read*
[illegible] — 29 [illegible] *read* Malcire.
[illegible] — 1[illegible] who, *read* which.
[illegible] — 27 [illegible], *read* on.
[illegible] — Peter Parker, *read* Sir Peter.
[illegible] — 2 and the British, *read* when.
[illegible] — 17[illegible], *read* 177[illegible].
[illegible] — note, Keppe, *read* Kepp.

I N D E X.

Bay

[illegible]

E.

Seraphis,

Fleet—

G.

H.

Hawke—

PAGE
[illegible]—Admiral Sir Charles, appointed to command the Channel fleet — — 457
sails with the fleet — — [illegible]
enters the Channel — — [illegible]
pursued by the combined fleet — [illegible]
[illegible]—taken — — [illegible]
[illegible]—Admiral, created a Baronet — [illegible]
attacked by the French, and repulsed — ib.
[illegible]—his long, and gallant behaviour — 68
takes and destroys a French fleet — 68
[illegible]—Captain Thompson, takes a French East India ship — [illegible]
meets two English ships in distress — [illegible]7
sails to Algiers — [illegible]
[illegible]—King's ships, lost — [illegible]
an act for [illegible] — [illegible]5
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